THE LITERARY DIGEST
(Title registered in U. S. Patent Office and in Foreign Countries)
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(Titles registered in U. S. Patent Office)
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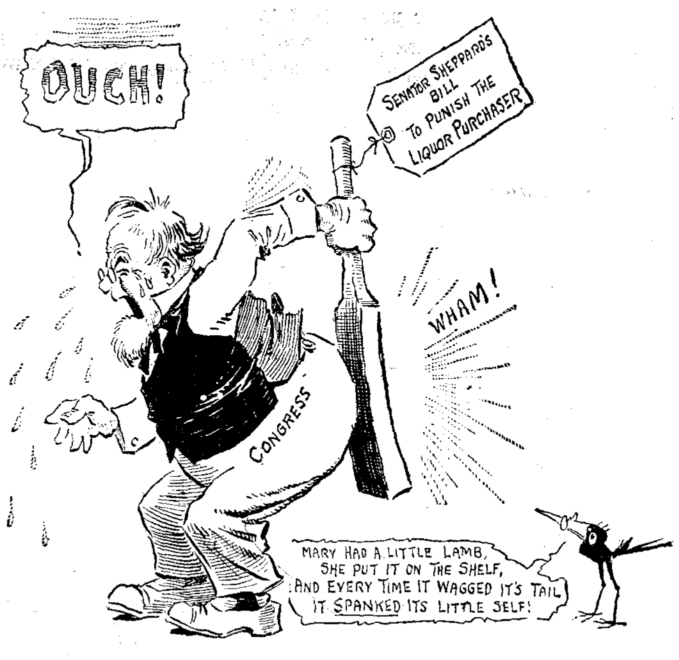
TOPICS ▾ OF ▾ THE ▾ DAY

(This title registered in U. S. Patent Office)

TO HOLD BOTH RUM BUYER AND SELLER GUILTY

TREAT BUYER AND SELLER EQUALLY ROUGH, seems to be the latest cry of fighters for Prohibition enforcement, which not only brings out wets and drys into battle array again, but sets up scraps in both camps. Senator Sheppard of Texas, who fathered the Eighteenth Amendment in the Upper House, would put the word "purchase" into the amended National Prohibition Law, in order to make the individual purchaser as guilty as the seller, and he agrees with Bishop Cannon's pronunciamento that "the time has come to put the buyer and seller on exactly the same footing before the law—as equally hostile to the great purpose of the Eighteenth Amendment, the prohibition of the traffic in intoxicating liquors." Washington correspondents forecast a big contest over Senator Sheppard's proposed amendment, since the drys are more strongly entrenched than ever on Capitol Hill, while the press throughout the country is instantly stirred to liveliest discussion of the social and legal aspects of the Prohibition mêlée.


OUCH!
SENATOR SHEPPARD'S BILL TO PUNISH THE LIQUOR PURCHASER
WHAM!
CONGRESS
MARY HAD A LITTLE LAMB, SHE PUT IT ON THE SHELF, AND EVERY TIME IT WAGGED IT'S TAIL IT SPANKED ITS LITTLE SELF!

PUNISHMENT SHOULD BEGIN AT HOME

—Seibel in the Richmond *Times-Dispatch*.

Batteries of the militant wet press open direct and indirect fire on the Sheppard proposal from all sorts of angles, as indicated by editorial head-lines, like "Let Rum Buyers Beware," "A Crime to Drink," "Class Legislation," "If This Bill Should Pass, We Should Start Building More Prisons," "Whom the Gods Would Destroy." Yet leading wet papers take the quite different tack of egging on the drys to go ahead, for "the proposal to brand the individual buyer and drinker of liquor as a malefactor would simply make enforcement of Volsteadism a thousandfold more farcical than it is today." The New York *World* makes this taunt:

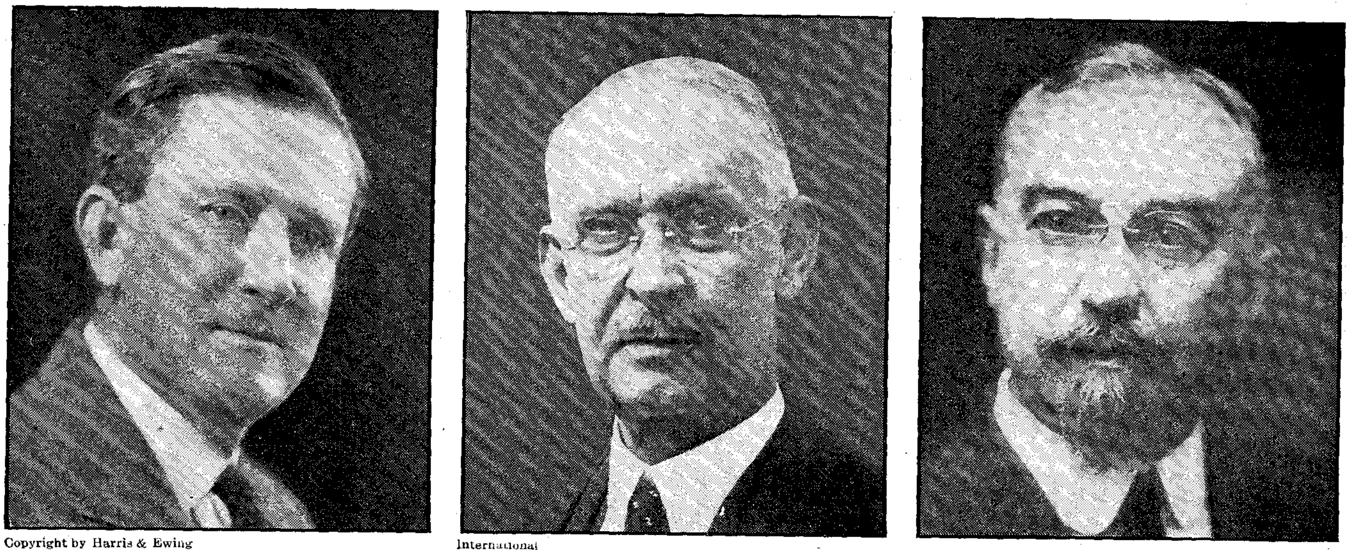
> "Under any equitable law, if the selling of liquor is made a crime, the buyer would share the guilt of the seller, just as the receiver of a bribe shares the guilt of the giver, or the receiver of stolen goods is *particeps criminis* with the thief. The fact that the Volstead Law deliberately excludes one of the parties to an unlawful transaction from the penalties which it imposes on the other is convincing evidence that such a law is inequitable. But the framers of the statute knew what they were doing. They knew that public sentiment would not tolerate a measure which made it criminal to buy a drink of liquor, and knowing that a logical, impartial statute would defeat its own purpose they substituted something illogical, partial, and inequitable which it would be easier to keep on the statute books.
>
> "Senator Sheppard has done well to call public attention to the inconsistency in the Volstead Law, but his friends among the dry leaders will hardly rally to his support. They know too well that in going the whole way toward enforcement, they may only succeed in strengthening the case for repeal."

Senator Sheppard explains that he introduces his strengthening amendment because a United States Circuit Court decision holds that a buyer of contraband liquor is not guilty of conspiracy with the purveyor under the Volstead Law. "This fact," he says, "and the fact of the continued advance of Prohibition sentiment and achievement make it advisable, in my opinion, definitely to prohibit purchase by the terms of the Volstead Law." Contrariwise, the wet press insists that Prohibition is a continuous failure, and further makes much of legal complications.

The cited court ruling was in the case of a New York purchaser and a Philadelphia bootlegger. Both were convicted in a lower court, but the higher court reversed the lower concerning the purchaser, declaring:

> "Under the Eighteenth Amendment and the Volstead Law the purchase of liquor is not made an offense. The purchase as such does not subject the buyer to punishment. . . . While the seller who delivers liquor to a purchaser is liable both for sale and transportation, the buyer is chargeable with neither the purchase nor the transportation. . . . We are satisfied that the purchaser is not an abetter of the offense within the meaning of the statute."

The court's opinion also distinctly criticized the government's effort to make purchase a crime "by indirection," on a conspiracy charge. This to the wet press becomes more evidence that enforcement is falling down. On the other hand, drys point out that the decision is a two-to-one verdict of a circuit-court bench, that the last word is still to be spoken by the United States Supreme Court, and that the Jones Amendment to the Volstead Law itself states that its provisions "shall be liberally construed to the end that the use of intoxicating liquor as a beverage may be prevented." And Federal Judge Dawson instructs a Louisville grand jury that they can return indictments against a liquor buyer, not as "an abetter to a seller," to which he considers the



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SENATOR MORRIS SHEPPARD
Author of the bill.

International
BISHOP JAMES CANNON, JR.
Southern Methodist Board of Temperance.

DR. CLARENCE TRUE WILSON
Methodist Board of Temperance.

DRY LEADERS WHO FAVOR MAKING LIQUOR-BUYING A CRIME

Philadelphia court's opinion is limited, but under the Volstead Law itself, which, in his opinion, covers illegal buying for personal consumption, since Section 6 includes the word "purchase," thus:

> "No one shall manufacture, sell, purchase, transport or prescribe any liquor without first obtaining a permit from the commissioner so to do, except that a person may, without a permit, purchase and use liquor for medicinal purposes when prescribed by a physician, as herein provided."

Senator Sheppard tells Washington correspondents that he offers his amendment now in order to give time for study before the regular session of Congress in December. The correspondents report both wet and dry politicians worried and shy about committing themselves. Dry Senator Norris, of Nebraska, head of the Senate judiciary committee to which the Sheppard bill is referred, is quoted as saying that "the plan, if adopted, would prevent 95 per cent. of the prosecutions in Prohibition cases, since the testimony of buyers must be relied upon for conviction." Wet Senator Hawes, of Missouri, first calls it "inopportune," and then, since the word "purchase" does not appear in the text of the original amendment, says:

> "If the scope of the Eighteenth Amendment is to be extended, it should be extended by another amendment to the Constitution. The submission of a constitutional amendment at this time might be a good thing; it might provide a referendum desired by many."

Many papers emphasize this snag of "unconstitutionality" into which the Sheppard proposal may run, because, as the Springfield *Union* states, "the Eighteenth Amendment itself outlaws specifically the manufacture, transportation, and sale of intoxicating beverages—these three, no more—and is silent concerning the buying of them." Senator Sheppard replies:

> "It is absurd to say the amendment is unconstitutional. The Supreme Court has ruled frequently that Congress has the power to enact a law to make effective a constitutional amendment.
>
> "The only reason why the buyer has not been proceeded against is that some prosecutors say you can not make a man testify against himself, and if the buyer is made equally guilty of violation with the seller, there would be few convictions.
>
> "I do not agree with this. The minute the buyer is made subject to the law, the moral effect would be so wide-spread as to reduce violations of the law 50 per cent. The rich and prominent men who are regarded as leading society patrons of bootleggers would hesitate to place themselves in a position of being arrested for buying liquor.
>
> "There is no question in my mind that violation of the law can not be greatly lessened until the respectable violator of the law, who is now immune from arrest for buying liquor, is made subject to prosecution. With such a law the situation would be greatly improved and the traffic diminished, as many of the bootlegger's profitable customers would disappear."

Among the drys, immediate support of the Sheppard proposal comes from the Board of Temperance and Social Service of the Methodist Episcopal Church South, Bishop James Cannon, Jr., chairman, which has memorialized Congress in its favor, "as logical and necessary. Buyers and sellers are both necessary for the traffic, and both are equally responsible for its continuance." Clarence True Wilson, national secretary of the Methodist Episcopal Board of Temperance, in a dispatch to THE LITERARY DIGEST, similarly declares:

> "It takes two to make a bootlegger. It was a short-sighted policy to make the bootlegger alone responsible when a buyer pays his money to another man to violate law for him, and in this case to trample on the Constitution of his country. The legislation was illogical, inadequate, inconsistent. The law should be amended so as to hold equally culpable the man who bribes another to violate law and the man who accepts the proffer and purveys poison for profit."

F. Scott McBride, general superintendent of the Anti-Saloon League, wires THE DIGEST that neither the executive or administrative committee has yet formally considered the Sheppard proposal, and he thinks its importance has been "greatly exaggerated." To quote further:

> "The real issue between the wets and the drys is Prohibition and its enforcement. To back up the Administration in its aggressive enforcement program should be the goal of the drys. It is an open question as to whether the Sheppard measure would help enforcement. Many drys are persuaded that it would be a hindrance rather than a help. Rarely is a sale of liquor made in the presence of a third party The conviction of the seller must almost invariably depend upon the testimony of the buyer. To accomplish the conviction of any buyer it would be necessary to grant immunity to the seller. The Fifth Amendment to the Constitution of the United States provides 'no person shall be compelled in any criminal case to be a witness against himself.' To grant immunity to the seller in order to get the buyer would be of doubtful wisdom. It would seem, therefore, that this proposed legislation can wisely wait until the lawyers in Congress thresh out fully its import. Such legislation has already been repealed by States that have tried it out and believed it to be harmful."

Dr. Arthur J. Barton, chairman of the National Executive Committee of the Anti-Saloon League, gives an interview to the press, minimizing the demand for the Sheppard amendment, which he calls "untimely and unfortunate" and likely to prove

Acme

F. SCOTT McBRIDE
Anti-Saloon League

PROF. IRVING FISHER
Prohibition Economist

MRS. D. LEIGH COLVIN
Woman's Christian Temperance Union

DRY LEADERS WHO OPPOSE THE BILL TO MAKE THE BUYER A CRIMINAL

"an insuperable barrier" to enforcement. He restates the original League attitude thus:

> "The Eighteenth Amendment and supporting legislation are directed against the commercial traffic in intoxicating liquors. Of course, the ultimate object is to do away with or reduce to the minimum the use of intoxicants, but this is to be accomplished not by legislation against the misguided man, who thinks he has a right to drink, and regards intoxicants as harmless, but against the man who desires to get gain from the weakness and appetite of others, and to fatten from their misfortunes.
>
> "The same principle is applied here that is applied in the anti-narcotic law. These laws do not undertake to convict the purchaser but the seller."

Prof. Irving Fisher, prominent supporter of the Prohibition Law, also speaks out against the proposed change of Prohibition front, saying:

> "From a practical point of view, Senator Sheppard's proposed measure, if passed and executed, would handicap President Hoover's appeal to public sentiment for observance and voluntary support of the Eighteenth Amendment.
>
> "Each man must be his own policeman as to drinking. If the individual is to be coerced not to buy intoxicants, then the great majority of people will feel less, rather than more, moral responsibility than they now feel to support the law.
>
> "Since the enlightened leadership of the nation values voluntary observance of the Prohibition law, and recognizes it as essential, I should seek in that direction the next step forward, and not further coercion."

Oliver W. Stewart, veteran Prohibition leader and editor of *The National Enquirer*, Indianapolis, criticizes Senator Sheppard for not consulting leaders of the movement before introducing his amendment, and thinks Bishop Cannon "did the cause a disservice" by his pronouncement which wet editors were only too glad to spread to weaken the whole Prohibition movement. Mr. Stewart pleads for full discussion and united action in a special to THE LITERARY DIGEST, saying:

> "First. He who buys is morally as guilty as the one who sells. No excuse can be made for him. His course is altogether reprehensible.
>
> "Second. It is an open question whether it would aid or hinder enforcement so to amend the law as to free the buyer from obligation to testify against the vendor, which exemption he could claim. He could not be required to testify against himself. This should be gone into thoroughly by the President's commission and by the leaders of the dry movement.
>
> "Third. The leaders of dry organizations would be wise not to commit themselves or their organizations until there has been opportunity for conference and united action. Let us give the President's commission a chance."

Among Woman's Christian Temperance Union officials, the New York State President, Mrs. D. Leigh Colvin, is the first whose lack of sympathy with the Sheppard proposal is news to the press. Her personal opinion is quoted in a Binghamton dispatch to the New York *Times*, thus:

> "Already the buyer is morally guilty, because by purchasing he encourages the seller and creates a market for his illicit goods. The philosophy of Prohibition is to deal with commercial acts. We hope that people will not drink liquor, but I don't feel that the Government has any right whatever to say what we may eat or drink."

President Henry H. Curran, of the Association Against the Prohibition Amendment, cites the United States Circuit Court decision in the Philadelphia case as "upholding the right to buy, keep, or use," which "always existed," and contends that Senator Sheppard's bill would be unconstitutional, "because it goes beyond the intended limits of the Eighteenth Amendment." These arguments he elaborates in a statement for THE DIGEST:

> "When the amendment was in the Senate in 1917, Senator Hardwick tried to enlarge it to forbid one to buy, keep, or use 'intoxicating liquors for beverage purposes' as well as make, carry, or sell such liquors. Senator Sheppard himself opposed the attempt, and the Senate followed him. The debate is on record and the intention is clear.
>
> "The Senator is now twelve years too late. He can not put into the Volstead Law in 1929 what was purposely omitted from the Eighteenth Amendment in 1917. The trick is too obvious. It would nullify the deliberately limited object of the Amendment. You might as well add coffee, tea, cigarets, or short skirts to the prohibitions of the Volstead Law under the umbrella of the Eighteenth Amendment. There are limits to flexibility even in umbrellas.
>
> "If the right to buy, keep, and use liquor is to be taken away from American citizens it must be done through the orderly Constitutional process of adding this prohibition to the other prohibitions of the Eighteenth Amendment."

Finding both drys and wets "split wide open," the Washington staff correspondent of the International News Service quotes three dry Senatorial "constitutionalists" on the Sheppard proposal. Senator Walsh of Montana thinks it would be constitutional as a means of preventing sale which the Constitution forbids. Senator King takes the opposite view that Congress can not create "a new crime." Senator Borah says:

> "Congress naturally can not go beyond the Constitution, but the Constitution prohibits the sale of liquor, and there can not be a sale without a purchaser. It is a very close question. Undoubtedly, the Supreme Court will have to pass on it."

THE A. F. L. GOES SOUTH

TO UNIONIZE THE SOUTH the American Federation of Labor's predicted drive is on. "Amid an outpouring of enthusiasm seldom equaled at its annual conventions," correspondents relate, the Toronto convention "responded to the call of the Southern textile workers" and voted for a "war chest" to finance the emergency, and for a long campaign to organize Southern workers "regardless of craft or calling." Fighting spirit at the convention fed upon descriptions of mill and mill-town conditions, workers "only asking for mercy" against the "stretch-out" system in the South, "murder" of strikers, kidnaping of union organizers, and the desire of workers for union organization exprest by "a thin slip of a girl worker," Miss Bowen of Tennessee, who declared: "We people in the South may not be educated, because we come from the hills, but our hearts and souls are with the labor movement." President Green of the Federation asserted that:

"The charge that organized labor went to the South at the behest of Northern business to destroy Southern industry is untrue. We are in the South because it is awakening, and because the workers appeal to us for help. In their extremity, victims of greed and injustice, to whom can they turn except to the labor movement? They can not expect help from chambers of commerce, from political organizations, or from civic and fraternal organizations."

Vice-President Gorman of the Textile Union asserted that the funeral of the five labor victims of the "Marion massacre" marks the "passing of industrial slavery in the South." President Andrew Furuseth of the International Seaman's Union warned of injunctions and opposition ahead, but insisted that—

"This is part of the fight that from now on is going to wage bitterly through the United States and in the rest of the world. Big business, or the Third Estate, is in the saddle. It is going to try to liquidate every gain made by labor.

"We must be prepared to walk the same road as the early Christian martyrs and agitators. We must go through the same struggle to get freedom on the industrial field as we did to get political freedom. There is no question of mercy or consideration that will be accorded us now. Now is the time to go in and take the consequences of going in, and may God give us all the strength to do it!"

Picturesque color to the occasion was given by the plea of President Canavan of the Stage Hands Union for a $1,000,000 emergency fund, announcement of an initial contribution of $1,000 from the Pulp and Sulfite Paper Makers Union, and a letter read from Dr. Tippy pledging cooperation of the Federal Council of Churches in the organization plan.

In press comment the Chicago *Tribune's* editorial, which maintains that "the program of the Federation appears to offer the only escape from further bloodshed and demoralization," attracts particular attention. The Boston *Transcript*, in New England, reprints it in full. *The Tribune* emphasizes "the nation's stake" in the situation and, specifying the Carolinas, calls for Southern statesmanship to give Federation officers "every protection the law affords." The Federation movement is favored as the practicable foil to Communism, otherwise "the textile industry can look forward, with such satisfaction as it can find, to a continuous feud growing in bitterness with the years." To quote further:

"The Communist agitators, preaching relentless class warfare, have as yet made but little progress. The workmen are still, for the most part, confused. It may still be possible to organize them into effective trade-unions which can deal peaceably with the employers.

"It is fortunate for the nation that the Federation has a real stake in the success of its campaign in the South. As long as the South provides labor which will work inhumanly long hours for low wages, the wage level and the living standards of American workmen, North and South, will be imperiled. Manufacturers in other sections of the country will find themselves in competition with the products of cheap labor, and will be tempted to hammer wages down, even tho it is now clear that one of the secrets of American prosperity has been high wages. The effort of the Federation or organize the mill workers of the South deserves the indorsement of far-seeing business men throughout the country."

Quoting and replying to *The Tribune*, the Asheville (N. C.) *Citizen* says:

"Here, put quite frankly and forcefully, is the major outside interest in the South's labor situation. The American Federation of Labor is not undertaking to organize the Southern textile workers for altruistic reasons. Its primary purpose in demanding that these workers secure shorter hours and better wages is to prevent the wage level and the living standards of American workmen in other sections from being imperiled; and *The Tribune* calls upon the manufacturers of the North and West to support the Federation's movement for purely selfish reasons.

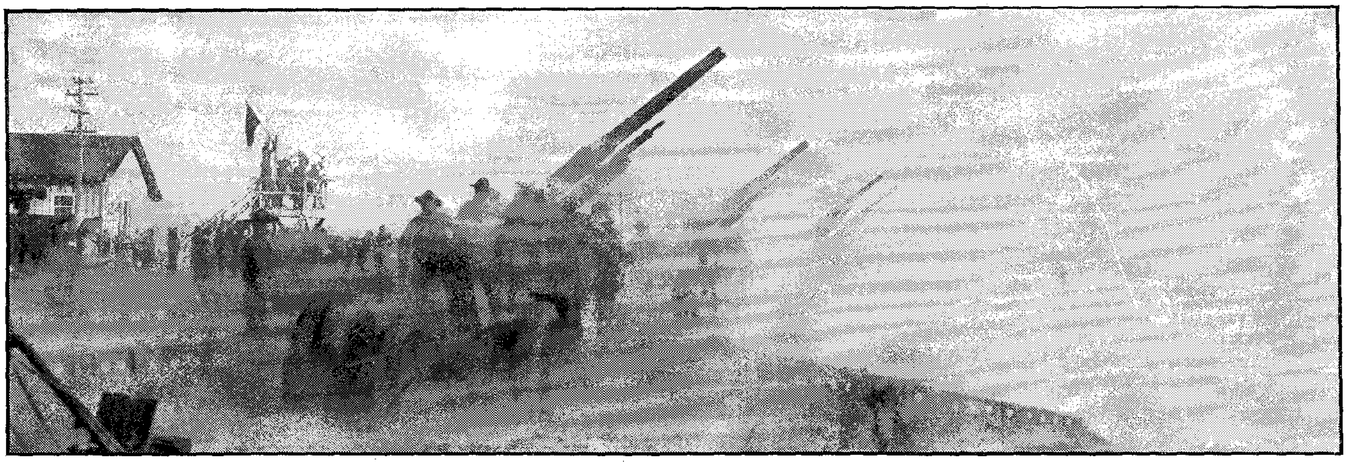
"What will come of the unionization drive, no one can now say. Most of the mill owners of the South seem to be almost as much opposed to the organization of the textile workers under the auspices of the American Federation of Labor as they are to their organization under the communistic auspices of the union which has been in evidence at Gastonia. But that the movement that has now been launched is likely to be determined and prolonged must be clear to any one who will dispassionately examine the influences that impel it.

"Only in one way can it be checked, if at all, and that is by promptly setting up locally a program providing for improvement of working conditions where improvement is needed."

"WHAT DO YOU KNOW ABOUT THAT?"

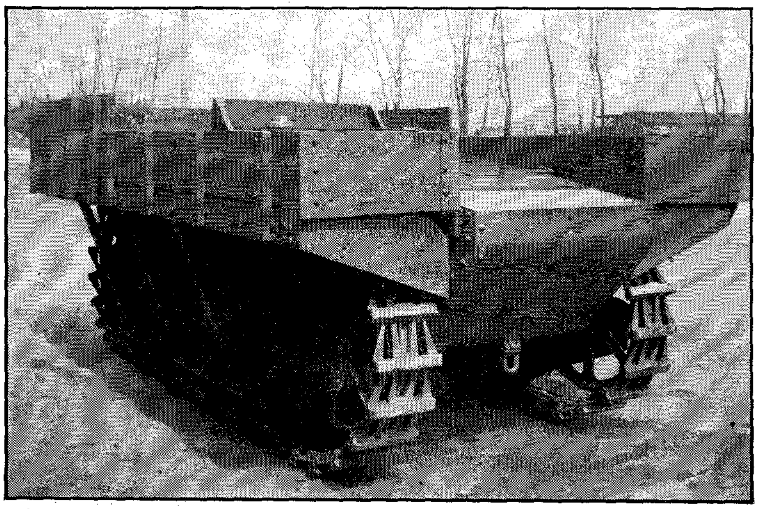
Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. Who is the "mystery man" of Australian politics? (p. 18).
2. What are the objections to trial by jury? (p. 25).
3. Who said "Every kitchen maid must learn to rule the State"? (p. 45).
4. In what ways is the rat a friend of mankind? (p. 40).
5. What is said to be Scotland's greatest gift to America? (p. 23).
6. In what city did 3,000 women last year tear off their own and one another's veils? (p. 45).
7. What British Dominion fines electors who do not vote? (p. 18).
8. Has blood-pressure anything to do with crime? (p. 58).
9. Do real detectives have the privileges of detectives in popular thrillers? (p. 47).
10. What is an investment trust? (p. 62).
11. Who has left millions to bring peace between labor and capital? (p. 24).
12. What, according to the King of Italy, is "the only thing left that I am allowed to put my nose into"? (p. 66).
13. What is meant by "putting the automobile's horse before the cart"? (p. 50).
14. How many women, according to the record, have played *Shylock?* (p. 21).
15. What new territory is the A. F. L. out to capture? (p. 10).
16. What is a "screever"? (p. 22).
17. What two Americans kept Mussolini waiting for them more than two hours? (p. 54).
18. What job is hotter than a stoker's? (p. 20).
19. What is the most popular modern language among New York school children? (p. 20).
20. What country has half the world's good roads? (p. 60).
21. What is taking the place of the Army mule? (p. 11).
22. How was Ernst Toller saved from the firing-squad? (p. 19).
23. Are women flyers getting a square deal? (p. 55).
24. What country is spending $76,000,000 on one road in order to attract American tourists? (p. 60).
25. How far will our biggest coast defense guns shoot? (p. 11).



International News photograph

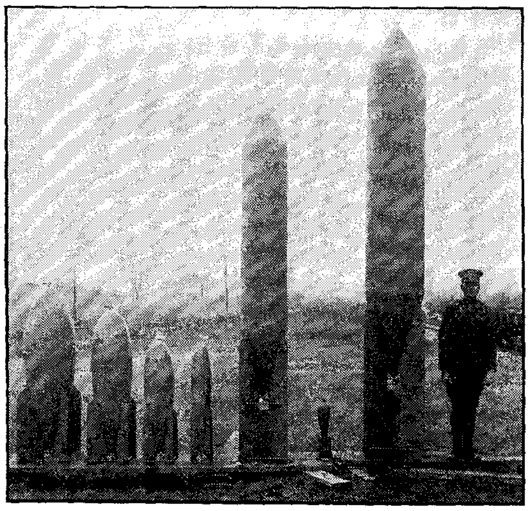
A BATTERY OF THREE-INCH ELECTRICALLY CONTROLLED ANTI-AIRCRAFT GUNS IN ACTION AT ABERDEEN



U. S. Army photograph

GOOD-BY, ARMY MULE!

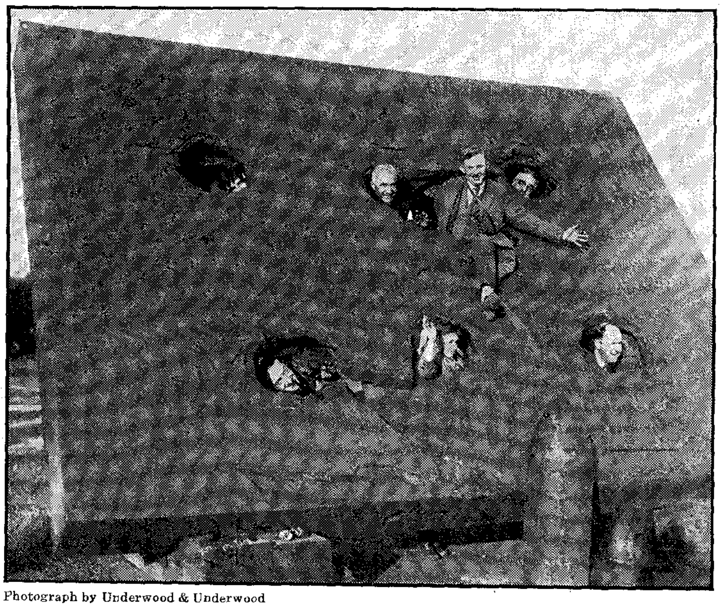
The new all-purpose chassis for field use, on which can be fitted a light tank or, as in the picture, a truck body for carrying infantrymen, food, or ammunition.



U. S. Army photograph

WHICH WOULD YOU RATHER BE HIT WITH?

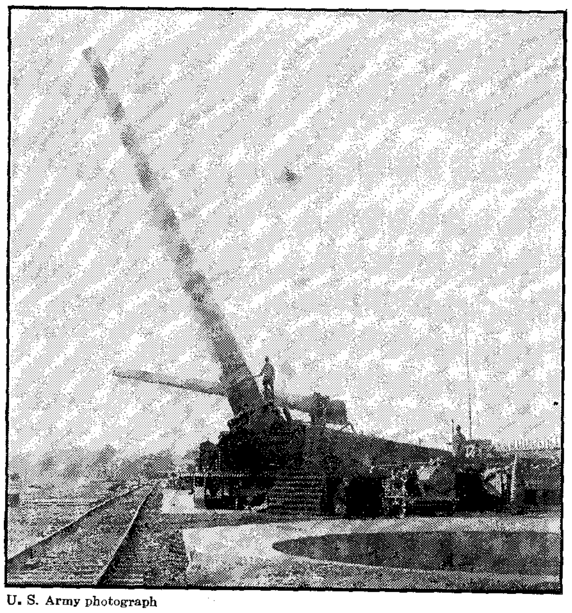
Samples of airplane bombs, from the little twenty-five pounder to the big two-ton "demolition" bomb.



Photograph by Underwood & Underwood

WHAT THE BIGGEST GUN DOES

Holes torn in solid sixteen-inch steel armor-plate by projectiles from our most up-to-date coast-defense gun.



U. S. Army photograph

WHAT THE BIGGEST GUN LOOKS LIKE

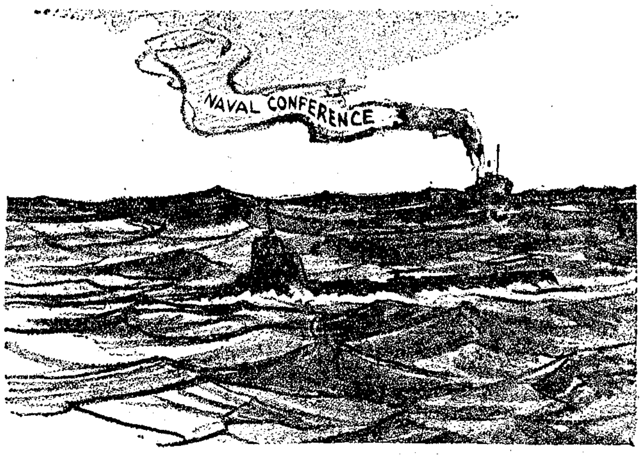
In the foreground is the new 16-inch coast-defense rifle which shoots a projectile weighing a ton a distance of thirty miles.

WAR'S MACHINE AGE

By an ironic coincidence, the train carrying Prime Minister MacDonald from his peace conversations with President Hoover passed the Aberdeen (Md.) Proving Grounds while the Army Ordnance Association was exhibiting our newest war machinery—bigger and better guns and bombs, bigger and faster airplanes, of course; also whole batteries of anti-aircraft guns, electrically aimed and fired; also a new tank (not shown in the pictures) which will make forty-six miles an hour over open country, and with caterpillar tread removed, sixty-two miles an hour on wheels on the highway; and new motor transport replacing the army mule.

WILL THE SUBMARINE TORPEDO THE DISARMAMENT CONFERENCE?

IF THE HIGH HOPES BORN of the Hoover-MacDonald discussions and the approaching arms-reduction conference are "sunk without trace," the cause of the disaster, many anxious observers warn us, will be that lurking, furtive, sinister craft, the submarine. "One thing the naval-reduction conference must watch out for with special care is the submarine," says the Portland (Me.) *Evening Express*, which predicts that these undersea boats will be "sneaking around all the time looking for a chance to launch a torpedo that will sink the whole enterprise, unless properly guarded against." The submarine problem is "one of the large practical difficulties in the way of complete naval agreement that inevitably must arise at any conference held," the Detroit *Free Press* remarks; and it expresses its opinion that "suspicion and distrust among the sea Powers can not be wholly eliminated as long as the submersible lurks assassin-like beneath the waves." On the other hand, as many editors remind us, the submarine is not only an extremely effective weapon of defense, but it is also one of the cheaper forms of fighting craft, and therefore especially important to nations not rich enough to compete with America and Great Britain in building battle-ships. The French Minister of Marine, speaking recently in Paris, called the submarine "the arm par excellence of nations that are unable to devote enormous sums to naval armaments"; and he classed Italy and Japan with France as countries of moderate means and long coast-lines that never will consent to abandon the submarine as a weapon of possible use in defending their shores. Thus the submarine remains, as David Lawrence remarks in the Washington *Evening Star*, "the crux of the naval problem."



THE LURKING DANGER

—James in the St. Louis *Star*.

A strong hint that America and Britain both favor the total abolition of the submarine is seen in the note sent by the British Government to the French, Italian, and Japanese governments, inviting them to join Great Britain and the United States in the conference on naval limitation, to be held in London at the beginning of the third week in January. This paragraph runs:

> "Since both the government of the United States and his majesty's government in the United Kingdom adhere to the attitude that they have publicly adopted in regard to the desirability of securing the total abolition of the submarine, this matter hardly gave rise to discussion during the recent conversation. They recognize, however, that no final settlement on this subject can be reached, except in conference with the other naval Powers."

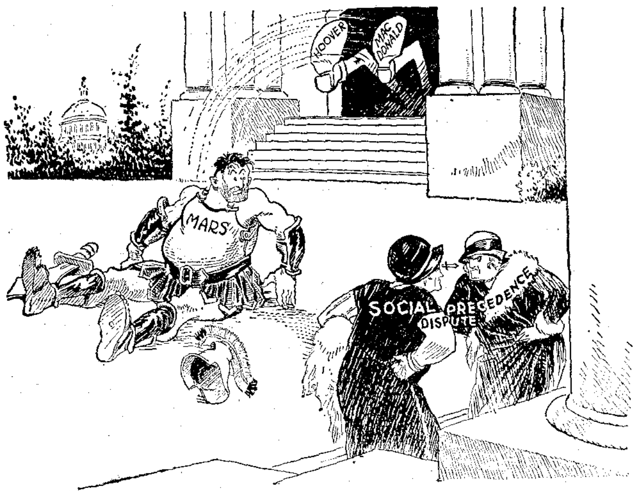
While all the invited Powers have accepted this invitation, it is generally understood that they will reject the proposal to abolish submarines. France, according to a Paris dispatch from Raymond G. Carroll to the New York *Evening Post*, "remains adamant against the abolition of submarines which constitute her chief defense of the home coasts and of her extensive colonies." France may, however, consent to some reduction of submarines, reports another correspondent, "if other nations are prepared to make reciprocal concessions." In Italy, according to a dispatch to the Washington *News*, "Mussolini has let it be known definitely he can not consider relinquishing the submarine as one of the most important branches of the Italian naval service." And from Tokyo comes word that Japan at the naval conference will ask for 70,000 tons of submarines as the minimum necessary for her defense. This figure, according to William Philip Simms in the Washington *News*, "would mean further submarine building by both America and Britain under existing conditions." "The submarine is the weapon of the weaker nation," says Admiral Takarabe, according to a Tokyo correspondent, "and as long as a diversity of strength exists, nations with smaller fleets will want submarines to compensate for their deficiency in other types." It is further reported that Holland, Greece, Spain, and Jugoslavia will oppose giving up the submarine when naval disarmament comes up at the next session of the League of Nations preparatory commission, scheduled to begin as soon as the five-Power conference is ended.

Recalling that France at the Washington conference demanded not less than 90,000 tons of submarines, and Italy, which has the same ratio, tacitly accepted this figure, a Washington correspondent of the New York *Telegram* reckons that "if these two countries repeat their stand at London, and should Britain and the United States build up their allotted ratio of five tons to every 1.75 tons of Italy and France, each would have approximately 257,000 tons of submarines, far beyond what either country now possesses or cares to build." Nor is the submarine problem separable from the cruiser problem, according to Carlisle Bargeron in the Washington *Post:*

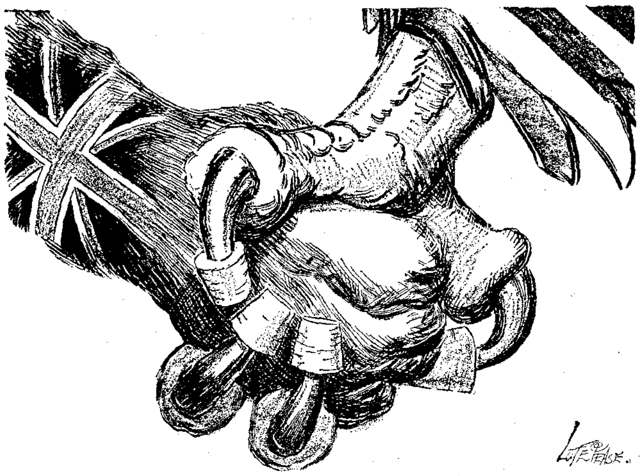
> "To the degree that France and Italy agree to limit submarine tonnage depends the success of the conditional agreement between the United States and Great Britain on cruiser strength. This agreement has not been worked out to a detailed point yet, but the total tonnage of Great Britain has been agreed upon as 339,000 tons. This, however is conditional upon Italy and France agreeing to a submarine limitation. Cruisers are looked upon as the effective weapon against the undersea craft."

There is, however, notes the Springfield *Republican*, "a possible basis on which the United States and Great Britain might bargain with France and Italy." Battle-ships might be balanced against submarines on the junk-pile, thus:

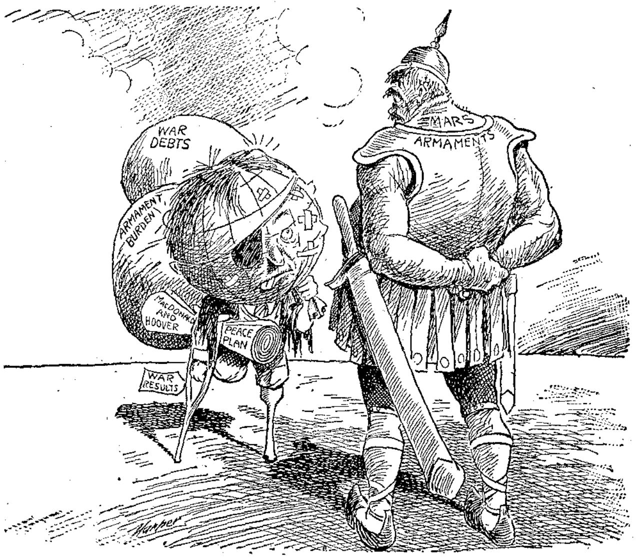
> "The invitations to the five-Power conference specify as the third topic a reconsideration of 'the battle-ship replacement programs provided for in the Washington treaty of 1922, with the view of diminishing the amount of replacement construction implied under that treaty.' Back of this somewhat indefinite language there is well understood to be a thought that the battle-ship, the most costly of all types of war craft, may be abolished altogether.
>
> "One can only conjecture what France and Italy would answer to the proposal that they agree to the abolition of the submarine if the United States, Great Britain, and Japan agree to the abolition of the battle-ship. From some angles it might not seem a practical bargain. If France and Italy, by refusing in the last few years to lay down new battle-ships which would have been permitted them under the Washington treaty, have indicated that they do not want that type of ship anyway, the advantage of such a bargain to them is not apparent. Yet the real reason that they do not want battle-ships is that they can not afford them. A heavy blow was struck at French pride and at Italian pride when the Washington treaty assigned to those two Powers a greatly inferior rank in battle-ship tonnage. When Briand returned to France from the Washington conference he was hotly assailed, and suffered an unquestioned loss of prestige. The complete abolition of the battle-ship would, therefore, tend to soothe the pride then wounded. And when it comes to treaty-making, national pride may be more important than any other consideration."


HOOVER
MAC DONALD
MARS
SOCIAL DISPUTE
PRECEDENCE

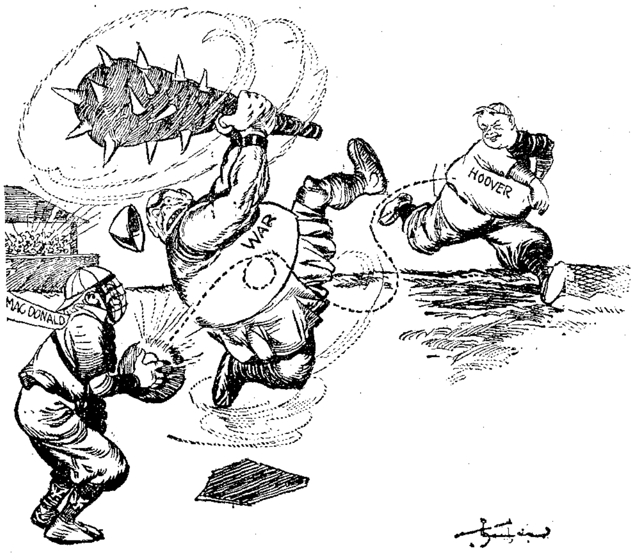
War: "Guess I'll stick around for a while, anyway!"
—Doyle in the Philadelphia *Record*.



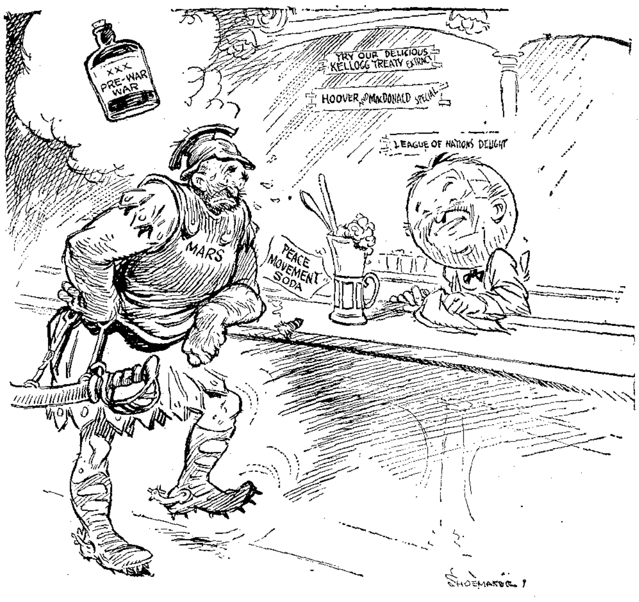
"A NEW HANDSHAKE"
—Pease in the Newark *News*.


WAR DEBTS
ARMAMENT BURDEN
MACDONALD AND HOOVER
PEACE PLAN
WAR RESULTS
MARS
ARMAMENTS

Mars: "You can't get along without me!"
—Harper in the Mobile *Register*.

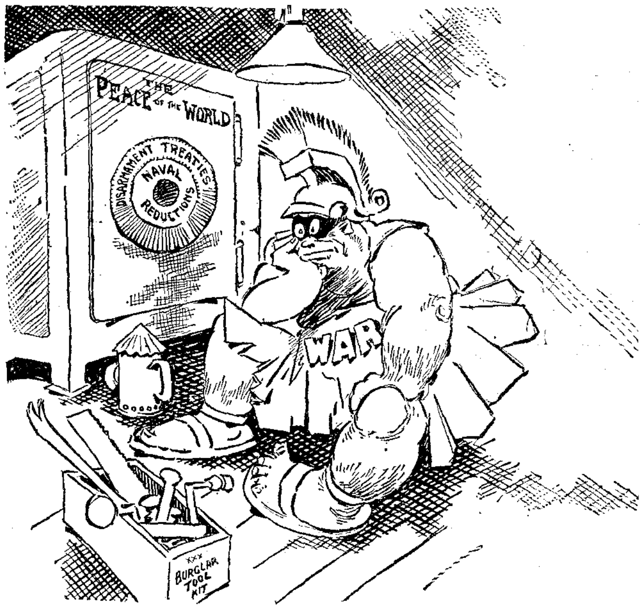

WAR
HOOVER
MAC DONALD

WORLD SERIES PITCHING
—Thomas in the Detroit *News*.


XXX PRE-WAR WAR
TRY OUR DELICIOUS KELLOGG TREATY EXTRACT
HOOVER AND MACDONALD SPECIAL
LEAGUE OF NATIONS DELIGHT
MARS
PEACE MOVEMENT SODA

HOW TIMES HAVE CHANGED

—Shoemaker in the Chicago *Daily News*.


PEACE OF THE WORLD
DISARMAMENT TREATIES NAVAL REDUCTIONS
WAR
XXX BURGLAR TOOL KIT

Copyright, 1929, by the Philadelphia *Inquirer*

"IT'S GETTIN' HARDER AN' HARDER
FOR A GOOD MAN TO MAKE A LIVIN'"
—Hanny in the Philadelphia *Inquirer*.

MARRING MARS

TOPICS IN BRIEF

The place for the knocker is outside the door.—*Grand Rapids Press.*

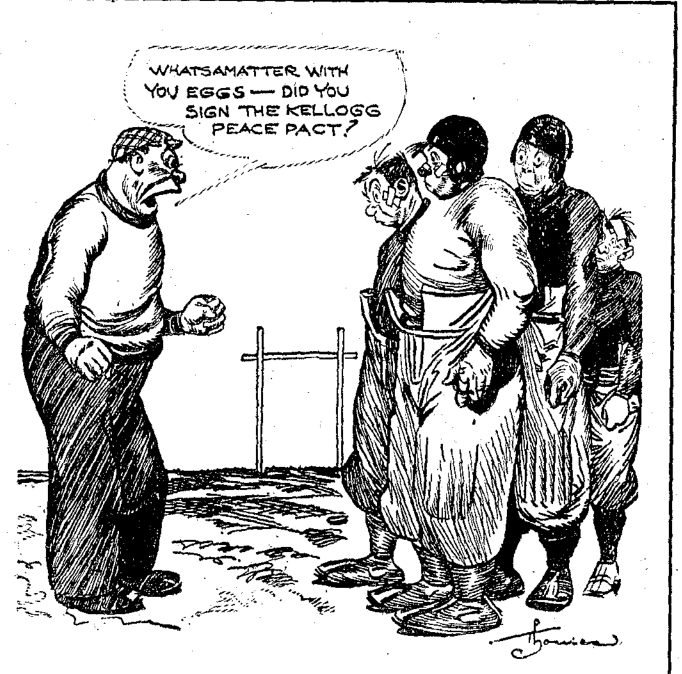
In this topsy-turvy planet the sun of world peace is rising in the west.—*Cincinnati Times-Star.*

Some legislators think a flexible tariff is one that can stretch but can't shrink.—*Florence (Ala.) Herald.*

The biggest screen triumph of the fall is taking them down without knocking them to pieces.—*The Pathfinder (Washington).*

Congress has ordered the census to get under way promptly on April 1, a splendid day, we should think, for some of the girls to divulge their ages.—*Detroit News.*

It looks as if the tariff that was intended to be a farm aid has turned out to be more of a farm raid.—*The Pathfinder.*


WHATSAMATTER WITH YOU EGGS — DID YOU SIGN THE KELLOGG PEACE PACT?

INTERCOLLEGIATE WAR MUST GO ON

—Thomas in the Detroit *News.*

Coolidge used to weigh his words. Now he counts 'em.—*Leesburg (Fla.) Commercial.*

When the stock market goes up, the song is "Buy, Buy," but when it drops, the tune changes to "Bye-bye."—*Norfolk Virginian-Pilot.*

As an Irishman would say, Mr. Shearer appears to be the life of the parity.—*Florence Herald.*

Henry Ford purchased an ancient popcorn wagon of a Georgian for his Dearborn museum. Must be assembling a family tree for the tin Lizzie.—*Atlanta Constitution.*

The statesman of the future will not boast that he was born in a log cabin. He will begin his autobiography: "My people were a one-car family."—*Life.*

So many chances for self-improvement these days. Just got to thinking that Santa Claus might have spent the past summer quite profitably cultivating a quieter taste in neckties.—*Leesburg Commercial.*

Four candidates have backed out of the Presidential race in Mexico. Well, that's better than being carried out.—*The Pathfinder.*

The recent hurricane did not hit Florida very hard. The realtors will soon be telling us that there was just enough wind to blow the fruit-fly away.—*The New Yorker.*

An American postage-stamp has been sold at auction for $3,600. It is said to be a very rare type, similar to the one the letter-writer says is enclosed for a reply.—*Detroit News.*

Over a hundred and forty ancient vases, all intact, were found recently on an island in the Mediterranean. It is fairly certain that they belonged to the pre-Feather-Duster Era.—*The Humorist (London).*

It is said that a mountain boy made President Hoover a present of a coon. Maybe he had heard that young Allen intended to go to Harvard and wanted to help him out.—*Leesburg Commercial.*

The Federal Controller-General objects that the Shipping Board sells ships at prices far below their cost. The Controller is evidently one man who never tried to get his money out of a used car.—*San Diego Union.*

Chow An-ham, Commissioner of Public Safety in Changsha, China, rules that women must dress after the fashion of their ancestors. Enforcing that edict ought to provide some valuable experience for Chow An-ham.—*Schenectady Union-Star.*

The surest way to keep a thing out of the newspapers is not to do it.—*San Diego Union.*

Green is a soothing color except when you have to take four putts on one of 'em.—*Arkansas Gazette.*

Think of listening in on the oratory of a Senate of the United States of Europe.—*The Pathfinder.*

Money doesn't mean everything in this world, but somehow everything in this world seems to mean money.—*Kay Features.*

The charge that terrorism is rampant in Cuba is denied by Cuban editors, claiming that the alleged ferment is Machado about nothing.—*Atlanta Constitution.*

This will go down as a great year for the explorers: Byrd found thousands of miles of new country, and a vitamin was located in hash.—*Detroit News.*

The best child-welfare work used to be done in the woodshed.—*Cincinnati Times-Star.*

If America and England can sink their differences, it won't matter so much whether they sink their ships.—*Norfolk Virginian-Pilot.*

When a man becomes too wealthy, he is apt to figure he can consult his lawyers instead of his conscience.—*San Diego Union.*

The shipbuilding companies didn't want to have anything to do with Shearer, so they paid him $25,000 to go as far away from them as Geneva.—*New York American.*

Platinum and uncut diamonds are on the free list in the Hawley-Smoot Farm-Relief Tariff Bill. Now watch for plow-handle jewelry as a boon to the farmer.—*Louisville Courier-Journal.*

New York, we read, has the largest floating population in the world. Evidently they are trying to get in the swim.—*Kay Features.*

Sunday has become that day in which you either get bawled out by the preacher or the traffic cop.—*The Pathfinder.*

It is necessary to stimulate business in order to pay the cost of all the junketing and conventioneering that is done in order to stimulate business.—*San Diego Union.*

Babies in Newark, U. S. A., wear bibs inscribed "I don't want to be ill. Do Not Kiss Me." There are faces like that in this country, too.—*The Passing Show (London).*

What puzzles us about the dinosaur, after following the dispatches for a time, is the trait of leaving its thigh-bones in Arizona and its eggs in Mongolia.—*Detroit News.*

The American bald eagle is in danger of extinction. In Alaska, 70,000 of them have been killed, following a bounty law. The double eagle is also a rare bird to-day.—*Minneapolis Journal.*

The Soviet has abolished Christmas, and has decided that kissing causes or spreads influenza. About the only luxuries left in Russia are assault and battery and starving to death.—*Minneapolis Journal.*

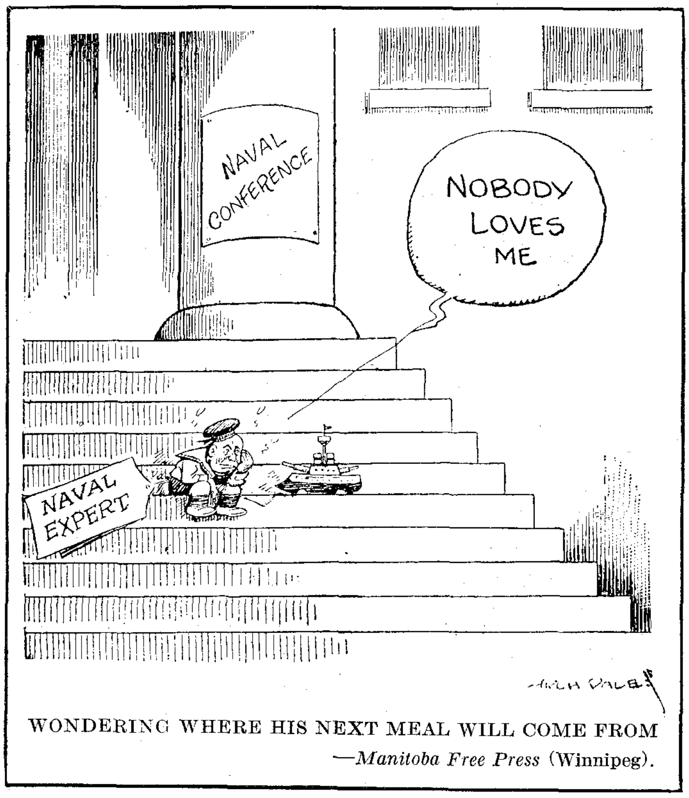
"Women," says Mr. Alfred E. Smith, and for the life of us we can't understand why his magazine stuff is, in our opinion, so much less interesting than Mr. Coolidge's, "are just as much interested in Government as men are, and just as intelligent." Just about, which, if you ask us, is praise so faint as to be inaudible.—*New York World.*

FOREIGN - COMMENT

FRENCH FEARS OF THE LONDON NAVAL CONFERENCE

THE ONLY PARTY that is thought likely to use obstructionist tactics at the Five-Power Naval Conference, to be held in the third week of January at London, it would appear, is the French nation. Some French editors say this, while some English editors charge that the French press show an unjustified tone of animosity about the "too-close" cooperation of the American and British press in their comment on the approaching conference. The French newspaper reply, it seems, is that there are still many rough spots to be smoothed out between England and the United States in naval proposals, and what the French resent is that France will be held responsible for any friction that may break out at the peace talk of the five great naval Powers—Britain, the United States, France, Italy, and Japan. But the semiofficial Paris *Temps* declares:

"All controversies are premature. The conversations between the interested governments from now to January will permit them to reach a basis for an understanding on many questions. Upon the question of the interdependence of disarmament by land, air, and sea, France could only give way with the utmost difficulty."



WONDERING WHERE HIS NEXT MEAL WILL COME FROM
—*Manitoba Free Press* (Winnipeg).

The latter point promises to be a big issue at the conference, we are told, especially as Premier Briand declared to his Cabinet, in explaining France's attitude, that France could enter no definite naval agreement at London unless it is a part of a general disarmament agreement. As a result, say some London press correspondents, if Great Britain and the United States stand out for an independent naval agreement, France's position at London will be a delicate one.

That all is not in harmony in French home circles about the conference may be gathered from a Paris dispatch to the New York *Herald Tribune* in which Leland Stowe writes that "Premier Briand favors granting the principle of Franco-Italian naval parity—an idea which has strong opponents here—on the ground that the Italians would not build up their Navy to France's essential quota, anyway." The naval experts at Paris, it is alleged, are not so sure of that, and are against giving to Italy such an important concession. While there is no objection to Britain and the United States agreeing upon what the London *Morning Post* has called "the length of our rapiers and the caliber of our pistols," remarks the Paris correspondent of this famous London daily, there will be "solid objection to any attempt by those two countries to force their ideas in other respects down France's throat." This informant continues:

"The *Journal des Débats* remarks that France has not disputed Britain's claim to rule the sea, and would not dispute a similar claim from across the ocean, but that has nothing to do with the question of submarines, which are vital to France's defense of her lines of communication with her African colonies. France will not give up her submarine fleet.

"Neither, continues the *Débats*, will she consent to any form of parity with another European Power that results, having regard to France's far-flung colonial Empire, in French naval inferiority in the Mediterranean. The freedom of the sea from Marseilles to Algeria is indispensable for the mobilization of France's Army.

"Any acceptance by France of an invitation to the five-Power Naval Conference, thinks the *Débats* (which may be taken to represent French Admiralty opinion on the point), must be accompanied by serious reserves.

"In official circles the parade of the antisubmarine campaign at such an early stage of the proceedings is thought to be lacking in tact.

"On the side of land disarmament, Lord Cecil's motion at the League of Nations produces astonishment. The Labor Government's right-about from its predecessor's position on the question of reserves, it is pointed out here that no democratic nation relying for its defense on short-term obligatory service could possibly admit the sacrifice of its trained reserves."

In similar tone speaks Mr. A. Thomazi in the columns of the Paris *Figaro*, who avers that when there is talk between the United States and Great Britain about naval disarmament they seem always to have some other nations than themselves in mind. Any agreement that Mr. MacDonald and Mr. Hoover have undertaken between themselves, which is designed to "open an era of peace in the world under the high surveillance of the Anglo-Saxon fleets," can not be decisive unless it is subscribed to by Japan, France, and Italy. This means, it is argued, that "the smaller nations must accept the figures which it pleases the two great sea Powers to allot to them." This French editor proceeds:

"So the older people, having settled the matter among themselves, summon the children to tell them what they have decided that the children should do. And we are warned that in case of any failure, all the responsibility will be laid on our shoulders. . . .

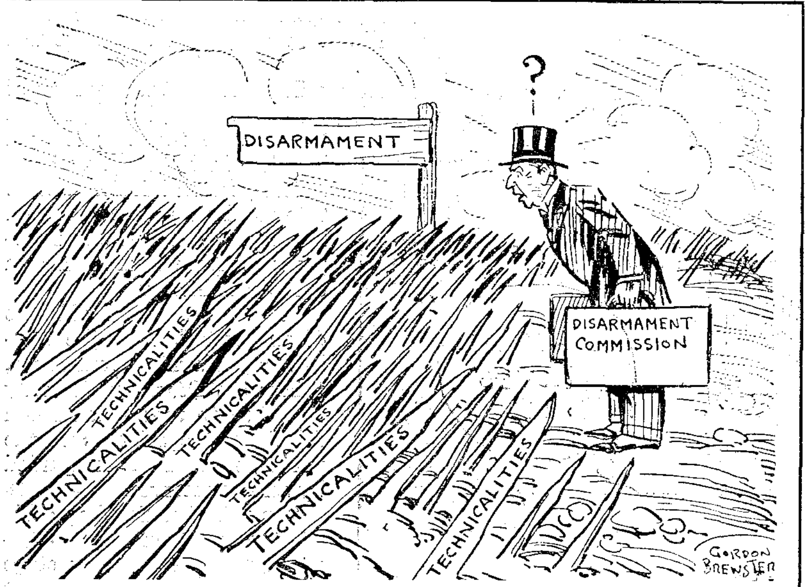
"Nobody can make anybody believe that the Kellogg pact, or the spirit of international cooperation, requires at once twice as many American cruisers, and an equal reduction of French cruisers, while the British fleet does not change or, at least, changes scarcely at all.

"Nor shall we be persuaded that a limitation of naval armaments, which we favor as all do, should be conceived in an obligatory fashion with so many details and such a correspondence in each category of proportionate construction figures. We stifle amidst such narrow rulings. . . .

"In a word it can not be proved to us that we should be expected at London to submit to British Socialist imperialist orders on the composition of our fleet."

Referring again to the *Journal des Débats* as an outspoken and influential example among the French press, we find it saying about the joint statement of President Hoover and Prime Minister MacDonald:

> "The two governments manifest their resolution never to enter an armed conflict and to seek together an equitable solution of questions of naval armaments. It is difficult to refrain from remarking apropos of that subject that even more solemn affirmations were pronounced at the Quai d'Orsay on August 27, 1928, and the present manifestation of an intention to attack old problems 'from a new angle and in a new atmosphere' only enfeebles the significance of the Briand-Kellogg pact.
>
> "The 'angle' and the 'atmosphere' of August, 1928—were they then of the old diplomacy? Mr. Kellogg, who traversed the Atlantic to place his signature on the pact—was he not serious on that day? There is something both puerile and dangerous in proclaiming on every occasion that one opens a new era."



NO MAN'S LAND
—*The Irish Weekly Independent* (Dublin).

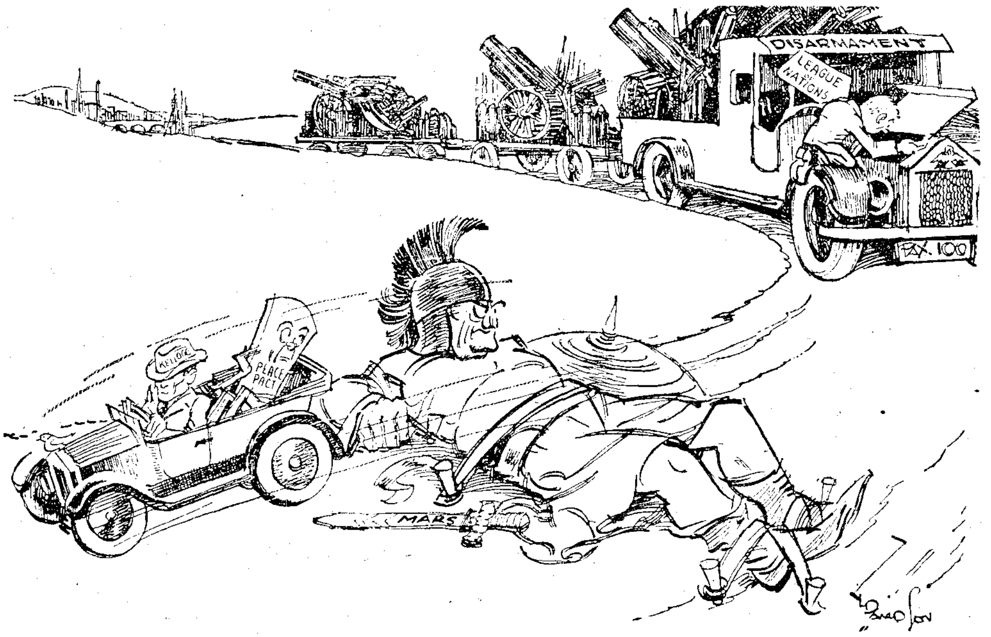
In the view of the Paris *Intransigeant*, France "can only consider the Anglo-American encounter" between President Hoover and Prime Minister MacDonald as "an incident not at all memorable in diplomatic history, but as a simple waltz around." Then with a sarcastic jab at Anglo-American relations it speaks of the dashed hopes of Mr. MacDonald, "who left England to obtain in Washington a general alliance capable of offsetting the Entente Cordiale which he had so deliberately broken!" The Paris *Temps* notes the Anglo-American "pledge" never to resort to war, and observes:

> "No one knows what the future reserves for nations as for men. That Great Britain and the United States have a firm desire to do the best in all circumstances to serve the cause of peace rejoices the whole world.
>
> "It remains to be seen how, without a formal alliance and without a permanent entente, these two Powers will acquit this duty while their respective positions, their methods of action, and even the conditions of their existence are in no wise the same."

ONTARIO'S HELP FOR THE AGED

THOUSANDS OF OLD MEN AND WOMEN in Ontario, Canada, who are entitled to assistance in the lean years of their life, can look forward with less dread toward this coming winter. The reason is that the machinery of the Ontario old-age pensions system is in motion, and the first checks, as Canadian editors note, will go out on December 1, to insure a brighter Christmas for those in need. Altho the measure was in some circles considered ill-advised at the time of its introduction, and probably even now is so regarded, the London (Ont.) *Advertiser* hopes that being a law, it will be administered ungrudgingly as well as with care and understanding. There can be little comfort and no grace, this daily goes on to say, for an aged deserving poor person with a sense of independence in accepting a pension. It is looked upon by officialdom, we are told, as a charity, not a right. What is more, it appears that this charity requires legal or moral pressure by married children who have little or no margin for the support of their impoverished parents. Naturally, it is noted, care will have to be taken by the authorities in deciding on the ability of sons or daughters to contribute to the maintenance of their aged forebears. While urging the authorities to kindle the spirit of Christian charity within them, *The Advertiser* concedes that:

> "Undoubtedly the task of the local commissions dealing with applications is full of difficulties. An examination of the circumstances of each applicant is necessary, and even when the facts are fully before the commission it is not always easy to make a decision. The intention of the Federal act upon which provincial legislation is based is quite plain. It establishes the claim of any person of eligible age and residential qualifications to the full pension of $20 a month if he (or she) has no income, or an income not in excess of $125 a year. The amount by which it exceeds $125 is deducted from the pension. This is an undisputed right, and aged persons in these circumstances are fully protected in it. Difficulties arise mainly in the cases of parents whose children, married or single, are in gainful occupations. In Ontario the statute still stands which makes children liable for the maintenance of parents, and the local administrators of the pension act must decide in each instance whether or not the maintenance law should be invoked and to what extent."



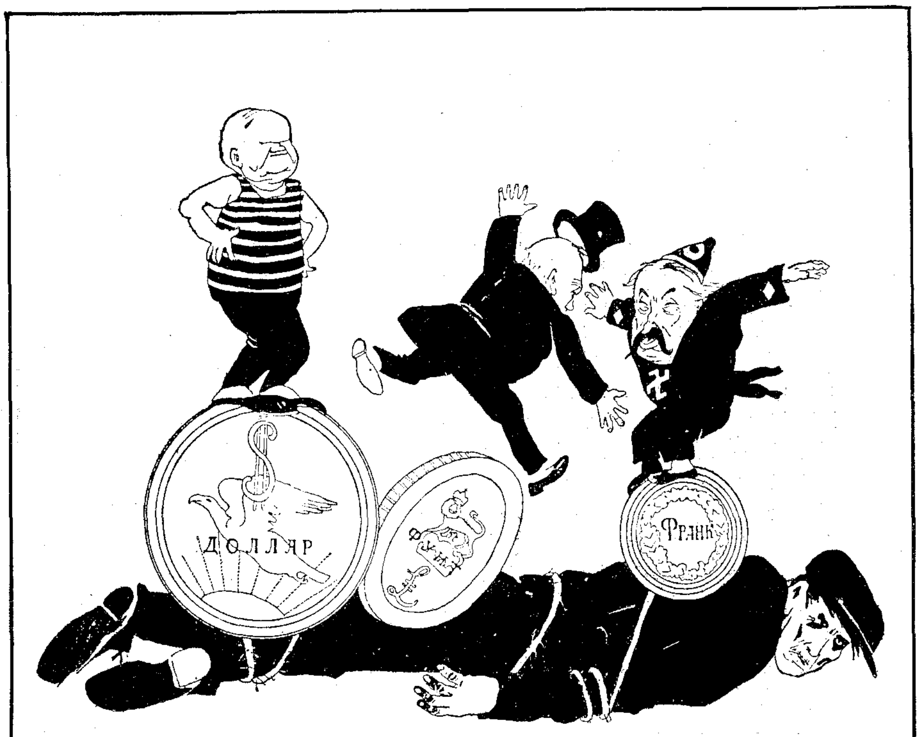
WHEN THE BRUISER GROWLS

MARS: "I don't mind this Baby Kellogg running over me—but I don't like the look of the next little lot!"
—*The Evening Times* (Glasgow).

STRESEMANN'S LAST MESSAGE

THE HOWLS AND LAMENTATIONS of some sections of the German press over the result of the Hague conference on the Young plan were mainly directed, it would appear, against the late Foreign Minister Stresemann, and we are assured that those particular editors would have raised a calamity cry no matter what arrangement he had made. Among the anti-Stresemann newspapers that called the outcome of the conference a "defeat" for Germany was the Hamburger *Nachrichten*, which minces no words in shouting aloud that the Stresemann policy resulted in "a catastrophe." Less than three weeks before his death, however, the late Gustav Stresemann sent forth his views of the new and improved situation of Germany created by the Young plan. First of all, he declared in the *Berliner Tageblatt* that the Young plan lightens Germany's financial burden, eliminates outside control of her economic life and her financial resources, and, he added: "We are masters in our own house. In a few months the Rhineland will be free." He further averred in this Berlin daily:

"I think the German people have perception enough to discover the true facts, even if they are misrepresented to them. It is very easy to damn in print all the considerations that decided us to agree to the Young plan at The Hague. It is very easy also to attack the Young plan. One can say anything against it that comes into his mind. But he who is responsible for the course of German diplomacy must be more circumspect in his utterances. If he is not, he might, by pleasing phrases, gain some personal advantages with the German public, but he would hurt the cause of Germany.



RUSSIAN SYMPATHY FOR GERMANY

The dollar, the crown, and the franc doing the dance of money-grabbing on Germany's spine.
—*Pravda* (Moscow).

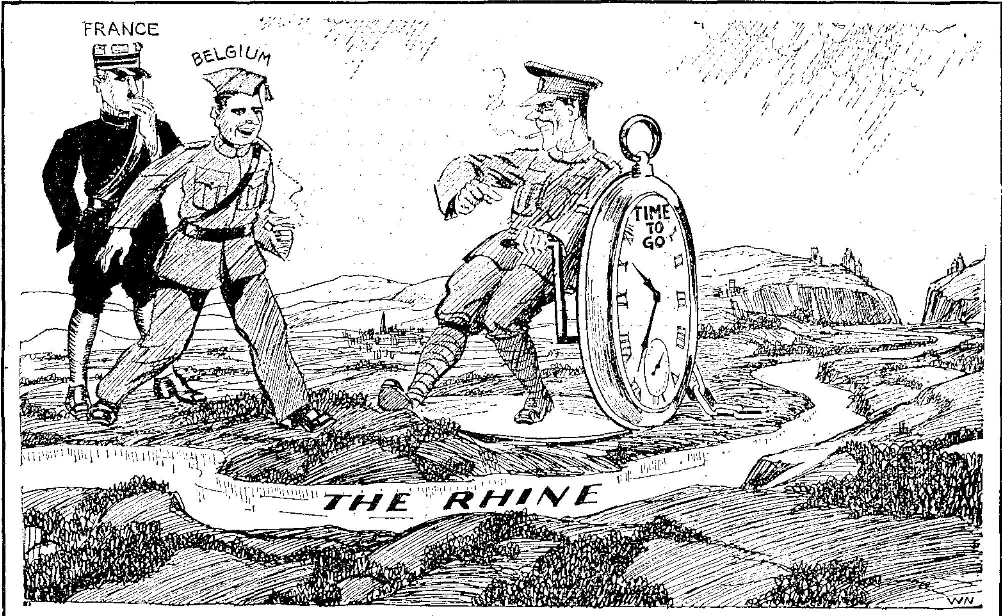
"Those opposed to our policy cry out against it with the charge that through the Young plan the German people will be enslaved for two generations. Instead of worrying about the next generation, which will apparently be privileged to live under quite different circumstances, we should pause at the start to realize that the Young plan brings tremendous relief to the present generation. During the next ten years the German people will have to pay about seven milliards less than they would have been obliged to hand over under the Dawes plan. Isn't that worth remembering?"

Then, with a thrift thought in his mind, the late Foreign Minister Stresemann said that if the German people would reduce their consumption of luxuries for one year they "could pay the capital sums requisite to meet the payments of the last decade of the Young plan," and he continued:

"This point should be borne in mind by people who have a queer notion of the working of the Young plan, and who talk of a 'slavery for two generations.'

"It is said that if we had stuck to the Dawes plan things would have reached a crisis, and then a revision of the debt pacts must have taken place. That may be true, but we have to ask ourselves when the crisis would have come. To be sure we could fulfil the terms of the Dawes plan only when the outside world loaned us money. And the foreigner might have loaned us more. There might have been a long period before the smash, and meanwhile we would have had to bear the Dawes burdens.

"And perhaps each of us does not clearly make out what the crash must have signified."



WINDING UP THE WATCH ON THE RHINE

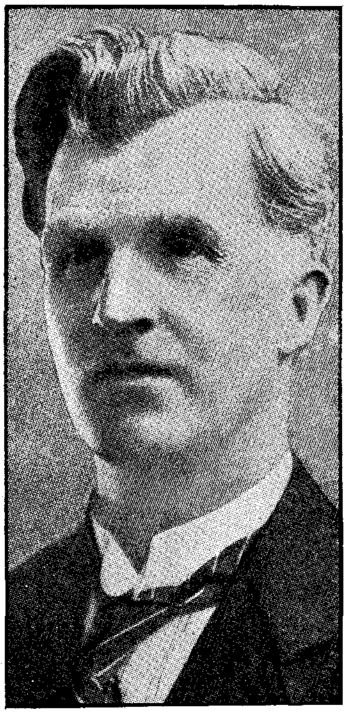
—*The Bulletin* (Glasgow).

It would have meant, Dr. Stresemann declared, the domination of the small business man by a powerful trust. The foreigner would have collected in the end, and the new Germany would either die utterly or live dwarfed and feeble. He said further:

"And through an acceptance of the Young plan Germany will be freed from economic and financial domination by the alien. As long as Germany was under those foreign 'controls,' she remained such a State as Turkey used to be."

LABOR'S TRIUMPH IN AUSTRALIA

A MIDDLE-AGED JOURNALIST of Irish descent, James Henry Scullin, is the Prime Minister-elect of Australia in the great victory of the Labor party in that Dominion. Known as the "mystery man" of Australian politics, Melbourne press dispatches remind us that he was raised to the leadership of the Labor party only a year ago. He expects to have a clear majority of eleven in the new Parliament as the result of a Labor triumph, which is ascribed to "a countrywide switch by the voters" who last winter supported former Premier Bruce in his general policy. The chief issue of the campaign, it seems, centered around the Federal Arbitration Act for settling industrial disputes. Mr. Bruce called it a failure and favored its repeal, but the voters turned against him, and the new Premier has the task of improving the arbitration system, and making it work better than it has been doing. As quoted in the press, Mr. Bruce's comment was as the returns rolled in—"They are ghastly. We are defeated, but we can take it like gentlemen."



Keystone photograph

"THE MYSTERY MAN"

Of Australian politics, James Henry Scullin. Chosen to lead the Labor party only a year ago, he has now been elected Prime Minister in "the most sweeping party triumph ever recorded in the Dominion."

The Labor party, various editors remind us, has been prominent in Australian politics since the Commonwealth was formed twenty years ago, and there have been four Labor Governments previous to this one. But this victory of Labor is said to be "the most sweeping party triumph ever recorded in the Dominion." The new Parliament, it is said, will probably assemble between November 13 and 30, and Premier Scullin is reported to have declared his realization of the very grave responsibility that will rest on the Labor Ministry. According to Melbourne dispatches there is a $25,000,000 deficit in the Dominion, and unemployment is more acute than ever before. So it is predicted that the first Labor legislation will be a provision for unemployment insurance and an amendment to the Arbitration Act substituting for the courts, "peace tribunals," composed of representatives of employers and employees, with a judge as chairman. The Sydney *Sun* reads in the election results the wiping out of Nationalism as a present force in Australian politics, and it goes on to say:

> "If ever a party was led into the mire by leaders without a political 'nose,' it was the unhappy party which followed Premier Bruce upon an issue foredoomed to destroy it. Bruce gave his opponents an opportunity to stampede the voters with allegations that the Government was attacking wages and attempting to bring down the standard of living. But even apart from the final blunder, the people were weary of the Government. The debacle wiped Nationalism, as a present force, out of practical politics."

The condition of the Commonwealth, thinks the Melbourne *Herald*, is certainly grave enough to "demand the subordination of party contentions," and it adds ominously: "The new Government's task is serious and urgent." Says the Melbourne *Age:*

> "National arbitration is safe. The Government met the most crushing and most deserved defeat ever inflicted on any Australian Cabinet of arrogant reactionaries. A great principle was vindicated and an indispensable national institution (the Federal Arbitration Court) was preserved."

In his final appeal to the electors, Premier Scullin asserted that Premier MacDonald has shown the world that Labor is best fitted to govern the British Empire. He further declared: "A Labor Government in Australia assuredly would cooperate with the British Labor Government in the development of the Empire and in its noble efforts toward world peace." In the last Parliament the Nationalist and Labor parties each returned thirty members, and the Country party held the balance of power with thirteen members. In the recent campaign, former Premier William Hughes, the "stormy petrel" of Australian politics, stood as an independent Nationalist. This is recalled by a Melbourne correspondent of the New York *Times*, who continues:

> "Australia now fights its elections peacefully and eggs as an argument have almost disappeared since the one thrown at Mr. Hughes in 1917. Mr. Bruce, the Empire's youngest Prime Minister, based his appeal on the ground that the Government stands for the principles of industrial regulation, peace in industry, the continuity and expansion of employment, and the highest wages and best conditions that industry can provide.
>
> "Labor injected the whole question of a protected standard of living into the campaign. The Labor party numbers 750,000 trade unionists in a total electorate of 3,500,000, scattered over an area greater than the United States without Alaska and more than thirty times the size of Great Britain. Most of the Australian electors are not definitely attached to any political party, and revolts of trade unionists against Labor as a party are not unknown. It is largely the 'Red' affiliations of the Labor party, coupled with the effect of the doings and sayings of political and industrial extremists, that have kept the Labor party in opposition more than a dozen years.
>
> "The campaign has been fought over an area of 3,000,000 square miles. Balloting lists were distributed by train, steamer, auxiliary vessels, automobiles, camels, airplanes, horses, and donkey teams. It may require three months for the ballots in outlying polling places to reach the returning officer, but the polling is not generally so close that the results can be affected by delays due to floods or droughts.
>
> "In Australian elections all British subjects over twenty-one years old have a vote unless they are in jail or lunatics, but the aboriginal natives have no vote.
>
> "Electoral enrolment and voting are both compulsory, and after each election the Federal Treasury benefits considerably by fines from electors who have neglected to vote or not offered an acceptable excuse."

As seen from the motherland by the ultra Tory London *Morning Post*, the whole system of Arbitration Courts in Australia was brought into disrepute by a series of violent and lawless strikes, in which bombs, cudgels, and hardwood stakes were brought into the argument. After a series of defeats and humiliations, we are told, the former Premier Bruce made the attempt to get rid of the system which ended in the present defeat. *The Morning Post* proceeds:

> "He did not indeed attempt to abolish the whole system and rid Australia of an incubus which is sucking the life out of its victim. He attempted a compromise, which failed to rouse enthusiasm on the one side, while it antagonized powerful vested interests of Labor politicians and Trade Unionism on the other. Mr. Bruce has been defeated, and it seems doubtful if Australia will ever get rid of the system.
>
> "Yet it has been proved that the Arbitration Court has no power to prevent strikes, and has even been the cause of industrial trouble. Here as elsewhere experience proves the folly of outside intervention in the affairs of industry. The best hope of peace lies in the industry itself; anything which prevents the industry from settling its own troubles in its own way is a delusion and a snare."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

ERNST TOLLER—SUSPECT

SENT TO ELLIS ISLAND on his arrival, Ernst Toller, the German playwright, does not seem to show resentment over his cold reception. After six years in a Bavarian prison, his own country has forgiven him, and he mildly wonders what the United States holds against him. Even in his day of deepest humiliation, when condemned to death, the firing squad refused to fire on him because he was a poet; and his sentence was commuted to life imprisonment. That was ten years ago, but the American immigration officials are reported to have needed reassurance, and asked, "Do you still believe in the overthrow of the Bavarian Government?" "But that was ten years ago," Pierre Loving reports him in the New York *Evening Post*, as musing. "Why do they hold it against me now? Even the ban against me has been lifted in Munich. If Munich has forgiven . . ." But America takes no chances, and limits his stay here to three months. He is a playwright, and has come here to lecture on the theater. New York has seen certain of his plays, but memories are short and Mr. Loving reviews the romantic past of the man who stands at the top of his profession:

P. & A. photograph

MR. TOLLER ARRIVES

Detained at Ellis Island despite enjoying his own country's pardon for a number of years.

"No one German dramatist has done more to lift the theater from the old rut of tradition and formula. Altho he is to-day only thirty-six, and therefore a member of the war generation that produced such realistic best sellers as 'Sergeant Girshka' and 'All Quiet on the Western Front,' he has been 'blowing up' the German theater steadily ever since he was released from Army service in 1918. He is universally hailed by his contemporaries and colleagues as the foremost German playwright of the day. The usual process is for the young revolutionary playwright to 'blow up' himself—that is, to be exhausted himself after one or two attempts; Toller, on the other hand, has, on the average of every other year, produced a really fine and striking play. This is all the more remarkable in view of the fact of his political activity and his long imprisonment.

"Toller has his play in the evolution of recent German political ideas, notably as Kurt Eisner's associate in the Munich Communist Revolution of 1919. To grasp the reasons why Toller turned Communist one must follow his early career step by step. He was given the severely disciplined education which the Prussian authorities impose upon the young, to which, as a poet, he reacted most violently. He always felt a flaming of repress protest against the whole Prussian system; he was a passionate enemy of monarchy and empire. Then in 1914 he was swept off to war as a conscript. What he and his generation felt then, and somewhat less acutely feel to-day, is mirrored in the stream of brutal, unsparing, honest war books that are pouring out of Germany now. When he was discharged from the Army he was already beginning to be known as a poet. He enrolled in several German universities to study and to get the temper of German youth, and in the spring of 1919 went to Munich and allied himself with Kurt Eisner, soon finding himself in the thick of the Bavarian revolution. The uprising was crusht, and Toller was arrested and sentenced to be shot.

"The firing squad (this could only happen, we venture to think, in Germany), refused to fire on him because he was a remarkable poet and very young; and thus his sentence was commuted to imprisonment.

"He spent six years in a Bavarian prison, during which time he wrote a number of plays and a book of poems about the swallows that nested under the eaves of the prison roof, driven out by the jailers again and again, only to return undaunted to start rebuilding their demolished nests. He told me the story of the swallows one day, several years ago, when we were strolling through the leafy alleys of the Luxembourg Gardens in Paris. 'If it hadn't been for those swallows, my friend, I'd have gone stark mad,' I remember him saying. The borderland of madness is approached more than once in Toller's plays; the raw anguish of frustration and despair is a recurrent underlying theme.

"His first play, 'Transformation,' was an agonized protest against the war, and it would be eminently worth somebody's while to revive it to-day. It is divided into thirteen scenes, each portraying with suppress emotion the devastating aftermath of the war among the German youth. It ends with an emotional appeal for the abolition of nationalism, selfishness, and cruelty, and for the building of a new structure, based on love. 'Mass Man,' produced by the Theater Guild in New York, continues the same theme in a somewhat different way. 'The Machine Wreckers' is a historical play dealing with the Luddite riots in Nottingham in 1815. The thesis of this play is a familiar one to us nowadays: the menace of the machine. Toller's most moving tragedy is, to my mind, 'The German Hobbleman,' which has also been produced in New York. This play is set in post-war German, and has for its protagonist an ex-soldier who has been emasculated in the war and who joins a traveling circus to earn a living. His wife, whom he loves passionately, betrays him, and the betrayal assumes monstrous proportions in his distorted vision. The wife in her turn suffers a terrible remorse, and throws herself out of a window; and the play ends showing the ex-soldier toying with a desperate rope. 'Hopla' deals with Toller's own responses to the new Germany which he discovered on his release from prison. He found his former friends and associates complacently riding in the saddle, henchmen to capital and industry, with their old ideals cast by the way, utterly forgotten. It depicts the present unregenerate state of the world, with a new war looming on the horizon.

"Toller's latest work is a modern version, written in collaboration with Walter Hasenclever of Molière's 'Le Bourgeois Gentilhomme.'"

Robert Littell, critic of the New York *World*, adds a personal impression:

> "I called upon Ernst Toller to add my own apologies to the hundreds he has already received for the official stupidity exhibited at Ellis Island. To hold up so obviously intelligent and gifted a man, and ask him silly questions about his relations with the Government of Bavaria, and then slice his perfectly good twelve months American visa down to three months, makes one ashamed of one's country, but Mr. Toller, who has been through so much worse for his political opinions, accepts this insult with dignified surprize.
>
> "Mr. Toller will lecture here, in some dozen cities, on the new Germany and German drama, reading occasionally from his own plays. He will lecture mostly in German, tho his English is amazingly good, and he will, of course, see as many American plays as possible.
>
> "With a man of Mr. Toller's knowledge and perceptions, talk of the theater at once becomes international. Elmer Rice, O'Neill Piscator, Pudovkin, Hasenclever—they are all figures in something that is happening, not behind the water-tight mental bulkheads of one country, but in that larger country called the civilized world. His familiarity with that larger world and his ability to generalize about it makes one whose nose is held to the Broadway grindstone feel pitifully local.
>
> "When Mr. Toller was being interviewed by the reporters, he mentioned the fact that he and Hasenclever were working on an adaptation from Molière.
>
> "'And did you find,' asked one of the reporters, 'did you find Mr. Molière easy to work with?'"

SPEECH THAT LEADS THE WORLD—English as a commercial language will soon prevail throughout the world; alongside of it French holds its own as "the language of culture." German lags behind its prewar popularity, and as for such languages as Japanese and Spanish, people of those lands are learning English in order to conduct their affairs in our tongue. So the New York *World* learns from Dr. Lawrence A. Wilkins and Dr. Jacob Greenberg of the senior and junior high schools in New York. Back of these facts are very natural tendencies, Dr. Greenberg declared:

> "French has the same fascination for the average American foreign-language student that a Paris gown has for the average American woman. There are more pupils studying French in New York City schools than there are pupils studying all the other foreign languages combined.
>
> "The English language already dominates the commercial world. It has outstript German and Spanish. Japanese children are studying English now—American English—and if a sufficient number of them master our language there may be no commercial need for us to learn theirs. German has not regained popularity that it had before the war.
>
> "Altho English is likely to become the sole language of the commercial world, the lure of French is sure to remain deep-rooted. Jewish and Russian parents regard it as the language of culture; and so do the peoples of Italy, Spain, and the Balkan countries to a lesser degree. American girls want to know French that they may read Parisian fashion books.
>
> "Both boys and girls want to be able to understand French menus. They want to read the works of French scientists and the French literature of architecture and painting. They know that a practical knowledge of French will enable them to be understood in nearly every part of the world.
>
> "A universal language like Esperanto is not likely to come. It would mean only another form of standardization, and we have enough of that now. The standardization of language takes all the beauty out of it. Language to live must be ever changing. Latin died because it was standardized. I am opposed to any standard form of English.
>
> "Following is a table showing the number of pupils studying the various foreign languages taught in the New York City schools:

	Junior H.S.	*Senior H.S.*
French	29,662	50,310
German	1,616	9,091
Greek	....	169
Italian	978	1,986
Spanish	4,610	30,685
Latin	3,576	29,555
Total	40,442	121,796

HOT FOR TALKY-TALKERS

PERHAPS YOU HAVE PITIED THE STOKER in the hold of the ship. If so, and if there is any pity to spare, it might be turned on the actor who speaks for the film. His is said to be the "world's hottest work," and he can not strip down like the stoker. The London *Daily News* film correspondent, A. Y. Borthwick, tells of the visit to a studio of the new sort, where he took off his hat to fan his brow, and put it on hastily to avoid sunstroke. The actor's plight may diminish the assaults on Hollywood when it becomes better known what it costs to be a speakie actor:

> "Through a little door topped by a warning red light, and bearing rough but minatory exhortations of undeviating silence, my friend the film actor tottered along a sort of duck-walk to the arid and unsheltered gravel path.
>
> "He mopped his face and looked up at the hard brilliance of the sky with a sigh of great refreshment. 'Phew!' he said. 'It's a treat to get out into the cool sunshine.'
>
> "Stoking a ship, they say, is a thoroughly hot job, and so, of course, is heavy work in a bakehouse; but if you want to know what it is to feel really burnt up there are few things to equal a steady succession of 'shots' for a talking-picture.
>
> "The difference between this and the equator is that on the equator you can choose your own costume and measure your own activities. When you are under the spell of the combined incandescents you have to do the things in which the director has rehearsed you before the fierce lights began to pour their baking rays upon you.
>
> "When Mr. H. B. Warner began acting in his first talking film, his friends became seriously alarmed about him.
>
> "Mr. Warner is a very thin man, yet in a very short time he lost eleven pounds in weight. Two dozen times a day he changed a limp collar for the nice stiff one which he was supposed to be wearing all one afternoon.
>
> "He had so little spare flesh that they feared he would finish up as a wraith. But Mr. Warner was tougher than he looked when he came wiltingly off the set, and you will find no trace of his exhaustion in the picture.
>
> "In the making of talking films there is nothing physically more exacting than this submission to tremendous heat. The actual 'shooting' for Miss Gloria Swanson's new picture, 'The Trespasser,' was done in three weeks.
>
> "This is an extraordinarily short time for a story produced on an elaborate scale, and was only possible because of the careful rehearsals that preceded it, and the arrangement of sets in such a way that the characters were able to move directly from one scene to another, and thus carry along the action continuously. Nevertheless, Miss Swanson told me she was quite worn out when it was finished.
>
> "'Nobody who hasn't had to work in it,' she said, 'knows what it is to carry on hour after hour in the terrible heat.'"

One reason why the Talkies are hot is that the studios must be encased in such a way that all outside noises are excluded. Also:

> "You can not have electric fans running, because the whir would come into the picture as an intrusive noise.
>
> "But apart from that there is the fact that the whole system of lighting has had to be changed. When the Warner Brothers set out upon the adventure of showing that the day of the sound film had arrived, they found the sound cameras picking up various noises that were not apparent to the ordinary ear.
>
> "Among the things they discovered was that the outstanding villain was the electric arc lamp, which not only had its own characteristic sizzling sound, but was also a means of transmitting radio waves through the ether. It was after that that the new method of using incandescent lights of enormous power came into general use."

DRURY
Spring

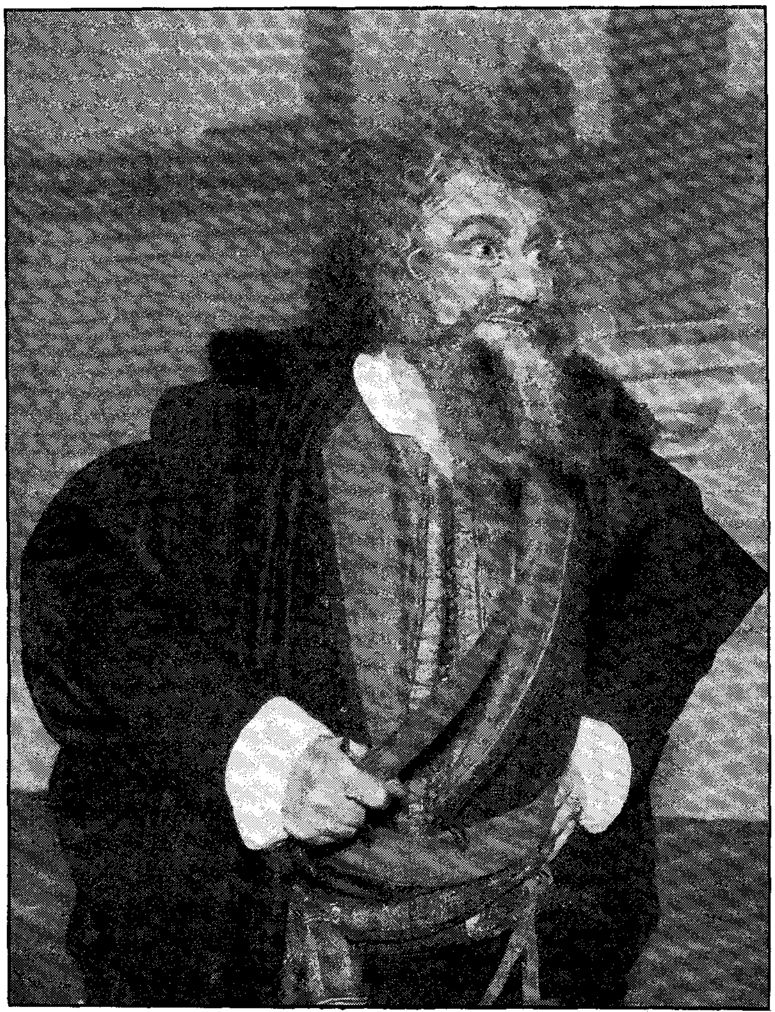
WHEN WOMEN TAKE TO *SHYLOCK*

WHY DO WOMEN PLAY *SHYLOCK?* That is what our Lucille La Verne, famous for her performance of the *Widow Cagle* in "Sun Up," has been doing in London, and has produced in the critics there what novelists often find in their characters—"conflicting emotions." Ivor Brown, of the London *Saturday Review*, provides an offset to the critic of the London *Times*, and does not mince words in a rather cavalier appraisal of the lady's efforts:

> "Miss Lucille La Verne, well known for her impersonation of the far from merry widow in 'Sun Up,' now gets herself into a gabardine and gray whiskers in order to play *Shylock*. It may be said of her performance that it makes more noise than most; this *Shylock* occasionally left the Rialto, never the Contralto. Physically Miss La Verne's *Shylock* is an active little codger whose stumping walk kept reminding me of Sir Harry Lauder. It is correct, I think, to avoid the limping and crippled *Shylock* favored by one tradition; there is no evidence in the text of rheumatoid arthritis. But there is certainly evidence in the text of some subtlety of characterization, for which Miss La Verne's vigorous vocalism was not unsatisfactory medium. Despite some sweetly reasonable acting by Mr. Reyner Barton and Mr. Tristram Rawson as *Antonio* and *Bassanio*, the production as a whole was on the Girls' High School level. It is monstrous that when several of the most interesting of Shakespeare's plays are never acted at all, we should continue to be dosed with 'The Merchant.' The censor should be empowered to impose a ten years' truce, during which the arrival of a new *Portia* or of *Shylocks* of any sex should be a criminal offense."

Women have played *Hamlet* and *Romeo*, and of course hundreds have donned the doublet and hose of *Rosalind* at the behest of Shakespeare himself. But *Shylock* has had but three previous women impersonators, if Mr. W. J. Lawrence of *The Daily Telegraph* (London) has read the records correctly. The first was Kitty Clive, "that plain-faced but peerless low comedian of the Garrick period. She spoke with a Jewish accent, and the effect was too ludicrous to be endured." Whether due to long memories or not, it is said that "a full hundred years elapsed before another actress ventured to play the same part." "Early in the eighteen-sixties, America rejoiced mildly in the possession of a squat brunette with a powerful voice, one Charlotte Crampton," to whom Macready paid an ambiguous tribute: "If she were only a foot taller, she would startle the world." Not content with *Shylock*, she added *Richard III*, *Iago*, and *Hamlet* to her Shakespearian repertory. The third was a Mrs. Macready, who played the part in Birmingham (England), in 1866. No record remains to fill the interim between this and Miss La Verne's opening at the Little Theater, London, on September 23. The ambition may have been simmering in her ever since she played *Corin* in an all-woman performance of "As You Like It," in November, 1893, at the Garden Theater, New York. Her success on the present occasion is viewed with some favor by the London *Times*, but even that writer seems to find an incongruousness in the mere fact of a woman attempting such a part:

> "By what standard is a feminine *Shylock* to be judged? By the same standard inevitably as any other *Shylock*, or we should do discourtesy to an actress in compliment to a lady. Moreover, to discuss whether womanhood is successfully disguised by a beard and whiskers would be a dismal occupation of criticism. Let us say, then, briefly, that Miss Lucille La Verne's disguise is extremely good, tho, in her walk and certain movements of her head, imperfect, but that we devoutly hope she will not set a fashion. Say what you will, a feminine *Shylock* is an uncomfortable thing and a most unnecessary twister of judgment.
>
> "The next observation to be made in this difficult analysis is that Miss La Verne is a very accomplished actress. She has thought about *Shylock*, and can interpret her thought. She has control of speed and inflection, and discovers an impetus not an impediment, in verse. She can, too, reach out to high emotion, and might, but for the twist in judgment, the bar to response, have succeeded in communicating it. The truth is that, having set herself an impossible task, she has made a creditable attempt to perform it; but why any actress should so handicap herself, heaven knows."



P. & A. photograph

SIXTY YEARS SINCE THE LAST FEMALE *SHYLOCK*

Lucille La Verne enacts the rôle in London, and reminds one critic of Sir Harry Lauder.

A. R. Thomas of the London *Star* is among those disturbed:

> "Shakespeare wrote *Shylock* as a low-comedy character, but essentially as a man filled with a great paternal love. Why should this, of all Shakespearian rôles, be played by a woman?"

THE COVER—Billowing clouds are the order of the sky today. The leaves put on their vividest hues. Red roofs and barns mingle in the general color scheme, and if you catch their reflections in water another note of vivacity is added to the landscape. The title of our cover is "Tide Flats," and if we may judge from the artist's residence in Tacoma we are to take his scene as near to the Pacific and imagine that body at our back. Mr. F. W. Southworth is a physician and surgeon, but for forty years has followed the painting craft in landscape and marine subjects as a recreation. This avocation has been followed in various parts of the Western country, tho he was born in Eastern Canada, February 7, 1860. He is a member of the Tacoma Art Association, the Northwest Art Association, and the Chicago Brush and Palette Club. One of his paintings, "Sunlight on the Sea," hangs in the Terry Museum, Tacoma.

MODERN ART MERE "COLORED DAUBS"

MODERNISM IN ART HAD A SHOCK when a collection of pictures painted by inmates of insane asylums were shown in Paris recently. We gave our readers an account of this show in our issue for September 7. The sensation the exhibit created hasn't yet died down. The critic of *Le Petit Journal* (Paris) asks, "If these artists are mad, what are the Cubists and Futurists?" Camile Mauclair, the critic of the *Figaro*, does not stop with asking a question. In fact, there is no question in his mind at all about the value of modern art. It doesn't exist. Of course the retort will be that Monsieur Mauclair is old and effete, tho he was born in 1872. Still, this antedates the war. He goes much beyond another contemporary in condemnation. Marcel Valotaire, writing in *Creative Art*, puts painting below the level of decorative art. "In all conscience," he says, "one wearies of pictures soon enough, but there will always be need for chairs, tables, and light fixtures," therefore "the Salon des Décorateurs is infinitely more significant than the salons of paintings." But we pass on to Monsieur Mauclair, whose article is "digested" by the New York *Times* with this safeguarding introduction: "The following sensational 'exposé' of modern art carries with it no editorial sponsoring, and is printed for what, precisely, it is worth as news"—a statement THE DIGEST adopts for itself in view of the impending establishment of a Museum of Modern Art in New York which we shall notice in due time. Here is the gist of Mauclair's article:

"'I am far from being the only one,' he writes, 'who thinks that present-day painting is much inferior to the art of sculpture and the decorative arts. In vain does modern painting mobilize a gang of publicity men and boosters; support itself by commercialism and by its system of advertising and inflation; block the streets; recoil before no eccentricity. In vain, for the esthetic results are mediocre. In all the mass of overproduction one rarely finds anything that can be called a really beautiful, complete picture.'

"The modern sculptors, on the other hand, 'make much less noise.' They 'don't provoke us with pompous theories; don't boast about their enormous prices (like slaughterers of wild animals); and they have a great deal more talent. Sculpture, because of the immutable necessities of its methods and its objects, can not admit of sabotage or absurdity. Where the ignorant jumbler of colors may surprize one and hold one's attention with his rough sketches and tricks, the sculptor has to know. Bluffs or poor work on his part would be discovered at once.'

"M. Mauclair believes that contemporary French plastic art provides a model for all Europe. 'Since Rodin,' he says, 'the school has never ceased to develop, employing science, prudence, and harmony. It reconciles the most diverse tendencies; . . . unites magnificent temperaments that it is a pleasure to study and to praise. There are no "wild men," no expressionists, no sophists, no "sheep with five feet" among those who make stone and bronze live. Many of the sculptors will survive this epoch, and by that time probably the most lauded painters of the moment will have faded from view entirely.'"

For the decorative arts, too, Mr. Mauclair has kind words:

"Men working to-day in this field, altho they are 'much less in the public eye than are the wasters of canvas, furnish proof of grace, good taste, ingenuity; of original and daring invention.'

"Why, he demands, should we always be searching for 'living' art, for the most authentic modern expression, within the four sides of a frame? The really great artists, he contends, are working in ceramics, in glass, in jewels, in fabrics, and in varied forms adapted to electricity.

"In twentieth-century interiors, M. Mauclair believes, 'there no longer exists justification for great works of pictorial composition. The fire of religious faith,' he goes on to say, 'and the pride men once felt in making permanent the annals of history, no longer inspire artists.' And 'as the canvas becomes smaller, subjects become fewer. To-day the chicanery of matter, the mania of "painting for the sake of painting," dominates everything else. One arrives ultimately at the disgusting stage where to represent anything at all suffices. Artists aspire to art that is reduced to a few forms. Thus modern painting, tho esteeming itself most audacious, is simply practising calligraphy.'

"In short, 'the once so splendid pictorial art, misdirected for years, emptied of intellectual substance, lost in an impasse of abstractions, discredited by cynical speculation, is perishing. It reverts to the stammering language of false naïveté. A dress, a crystal, a lamp-holder, a collar—these to-day embody more "art" than do the colored daubs that are everywhere exhibited.'

"In conclusion, he exclaims: 'Why not agree that our epoch is, first and foremost, devoted to science and industry, whence come the daily miracles that renew our existence?' Science and industry—these are 'the veritable powers of creation. They put the best of human genius to work. They develop the most tenacious energy. Painting's last florescence, from 1860 to 1900, was rich and superb. Why deny that since then, wearied with having given so much, it has been confused and off its balance?'

"M. Mauclair advises bringing 'the clinical manner' to the study of modern painting. Study it, he urges, 'as if it were an interesting patient, a dying person (which it really is)'; for thus 'we should be able to restore order and, while awaiting the return to better conditions, refrain from bequeathing to the future our apologies for pigmies.'"

DISCUSSING PRICES WITH SHAW

IT LOOKS LIKE A FAIR BARGAIN which the English painter C. R. W. Nevinson proposes to Bernard Shaw. Put in paraphrase, he says, "If you'll charge sixpence for a seat for one of your plays, I'll sell a picture for five pounds." This comes after Shaw writes the preface for a picture show in which he suggests that "artists should sell their pictures at five pounds apiece, and so eliminate the 'seedy artists, starving artists, borrowing artists, begging artists, stealing artists, drinking and drugging artists, despairing artists, and dying artists,' and become honest 'screevers' with a cap full of coppers." Mr. Nevinson answers in the London *Daily Mail* that "these somewhat abusive adjectives could surely apply equally well to business men, actors, musicians, or even dramatists," and he adds some points Mr. Shaw must have overlooked:

"This is by no means the first time it has been suggested that an artist should charge nothing for his work, but never before has it been suggested—not even by the skinflints in charge of national or municipal galleries—that he should sell below cost.

"Even Mr. Bernard Shaw probably pays his tailor more than five pounds to hide his sun-bathed body. Canvas to-day is more expensive than cloth. A frame costs roughly five pounds, and a good frame, as all artists know, can sell even a bad picture; just as a good actor, as Mr. Shaw will know, can often save a bad play.

"Shaw once said, 'If you can't, you teach.' He is now preaching to professionals who know as well as he the business side of their métier.

"Nothing horrifies a stockbroker, who is always accustomed to discussing Art, more than going to any Art Club and hearing artists discuss nothing but money, money, money.

"In the past one of the qualities most admired by professional writers, dramatists, actors, and journalists has been Shaw's ruthlessness in extracting the last farthing of profit for the author, and particularly himself, with regard to royalties for his plays.

"Shaw does not seem to realize that a picture is worth exactly what it will get. As a general rule, we artists know that the person who is willing to pay five pounds for a picture is ten times more willing to give fifty pounds. A person who is prepared only to give five pounds for a picture seldom buys it. In the case of a man he will far more willingly give five pounds to an Italian waiter in the hopes of getting a 'thank you' from him; and a woman will spend it on stockings.

"Mr. Bernard Shaw is prepared to sacrifice from 500 pounds to 1,000 pounds upon a car which immediately depreciates by some 25 per cent. before it is even properly 'run in.' And yet he is unwilling to sacrifice five pounds upon a picture which, on the other hand, stands a sporting chance of appreciation.

"It is regrettable that Mr. Shaw should have given the English yet another excuse for avoiding any form of intellectual patronage. After the war we artists got thoroughly accustomed to those enormously wealthy English who claimed to be 'the New Poor,' and expected the artist to sympathize with them for not purchasing his pictures because they could not afford it, as their super-tax was so large. This new poverty was a boon to an enormous number, as they felt they could then with dignity ignore all forms of intellectual culture and have more money for self-indulgence. This applied specially to so-called 'Society' people, and I can see them in the near future siding with Bernard Shaw and claiming that no picture is worth even its cost of production."

RELIGION AND SOCIAL SERVICE

THE NEW KIRK OF SCOTLAND

HEAVEN ITSELF seemed to pronounce a benison on the reunion of the "Auld Kirk" of Scotland and the United Free Church, for, after a day of chill rains, reminiscent of years of storm and stress, dispatches tell us, a rainbow arched the sky as the united hosts marched together to consummate the reunion in a service in historic St. Giles in Edinburgh. As the combined procession, numbering 2,000 of Scotland's religious leaders, filed into the church as the Reunited Church of Scotland, a special cable to the New York *Times* tells us, there came a spontaneous outburst of religious fervor. They were greeted on the steps of the church by the moderators of the two assemblies—Dr. Joseph Mitchell, of the Church of Scotland, and Principal Alexander Martin, of the United Free Church—and also by Dr. John White of Glasgow, chosen to be the first moderator of the Reunited Church of Scotland. Few, says the dispatch, will forget the scene when the members of the assemblies rose and pledged their approval of reunion by holding up their right hands.

Photograph by Underwood & Underwood

WHERE SCOTLAND'S TWO GREAT CHURCHES REUNITED

Historic St. Giles's Cathedral in Edinburgh, which witnessed a spontaneous outburst of religious fervor when the "Auld Kirk" and the United Free Church held their first service together, after a separation of eighty-six years.

The reunited Church received the congratulations of the world—in particular from the former Archbishop of Canterbury, Lord Davidson of Lambeth, and from sixteen representatives of five continents, among them Dr. Henry Sloane Coffin, president of the Union Theological Seminary, New York, and Dr. John H. Finley, associate editor of the New York *Times*. Dr. Finley reminded his hearers, we read, that Presbyterian members and adherents in the United States number 4,000,000, a number as large as the population of all Scotland. "They recognize," he said, "that the Presbyterian Church was Scotland's greatest gift to America." To the former Archbishop of Canterbury the event was a portent of happier things. "If Christian unity is possible," he said, as *The Times* quotes him, "then surely it is obligatory upon Christians."

Thus is ended a separation of eighty-six years, twenty of which have been spent in negotiating for the present happy event. Some there are who remain outside of the reunion—a few United Free Church congregational preachers, who call themselves "United Free Church Continuers"; the "Wee Frees" and "Original Secessionists" that, writes Dr. Finley, "have 'banyan-like rooted around the parent tree,' but in numbers and spirit the Presbyterian Church of Scotland now forms practically a united force in facing the problems of the Christian Church in the modern world, and particularly in Scotland, where its tasks are 'primary and hard.'"

The issue between the two Churches was purely political, says the St. Paul *Dispatch*, which reminds us that both "adhered to the Westminster Confession and the Shorter Catechism, and their forms of worship were and have been almost identical." An informing historical note is furnished us by the Manchester *Union:*

"This event closes a breach that has existed in the Scottish Church for almost two hundred years. The bone of controversy during all this period has centered about the right of a congregation to choose its own minister. Under the Act of Parliament which established the Church of Scotland in 1712, the minister was to be presented to the living of a parish by a lay patron, by which was meant the largest landed proprietor.

"The first secession against this regulation took place in 1733, when forty-five congregations withdrew and formed what was known as the Secession Church. Between 1749 and 1780 there was another exodus, that organized what was known as the Relief Church. In 1847 the Secession and Relief churches united as the United Presbyterian Church.

"For a time during the early part of the nineteenth century there was a lull in the controversy, the old Church being controlled by the Moderates, who advised submission to the government requirement. But in 1843 the Church passed an Act of Assembly permitting a congregation to veto the presentation of a minister of whom it disapproved. This act was declared invalid by the courts, and as a result 451 ministers out of 1,203 walked out of the General Assembly and organized the Free Church. This break carried with it practically the entire population of the Highlands.

"In 1900 the Free Church and the United Presbyterian Church formed a union under the name of United Free Church; and soon after the Church of Scotland (the old Church) persuaded Parliament to abolish lay patronage. An invitation was then extended to the United Free Church to return to the fold. This invitation was not at first regarded favorably; but in 1919 the old Church secured an Act of Parliament declaring it to be autonomous, national, and free, and in 1925 another act was passed giving it complete control over its own property. By these acts all cause for separation was removed. Great credit is due the leaders, who for twenty years have worked ceaselessly to effect this union, which gives to the checkered history of the Church in Scotland a promise it has never had before."

Epochal in the religious life of Scotland, the reunion is regarded in this country, too, as of tremendous import. Thus, the Brooklyn *Eagle* says:

> "Those who have felt the influence of Scottish thought and personality in devotional life within the United States will regard this event as something too near to stand as a foreign event. The informal bond between coreligionists here and in Scotland is both ancient and close. In no sense is the Presbyterian faith peculiar to the Scottish nation, but it has developed there with a power so intense and so sustained as to have necessarily influenced the course of religious development in all other English-speaking lands.
>
> "As an international influence the sentiment of this wide-spread faith has been both potent and persistent. The reunion of Presbyterian elements in Scotland should intensify the strength of the bond."

But the Philadelphia *Record* reminds us that Scotch individualism still exists. "Already a small minority has founded a new independent church in Scotland, and for another eighty-six years, very likely, will keep alive the spirit of dissent."

MILLIONS FOR CAPITAL-LABOR PEACE

HIS MILLIONS FOR PEACE

The late Thomas E. Mitten, who bequeathed $10,000,000 to perpetuate the successful Mitten Management plan, which gives labor equal voice with capital in traction operation.

HIS FAMOUS PLAN to make employer and worker friends instead of enemies inherits perpetual life from the will of Thomas E. Mitten, successful Philadelphia street-car magnate, whose fortune, estimated as high as $10,000,000, is to establish a trust-fund foundation to do this fine thing. "Rather a difficult program, even with several millions back of it," says Arthur Brisbane in the New York *American*, for "peace between capital and labor is an issue even more important than peace among nations, since it refers to a war that is always on." But, "rightly organized and administered," declares the Philadelphia *Public Ledger*, "this foundation should have before it a great future of usefulness and constitute a worthy memorial of its author." And the New York *Times* observes that "among the public-spirited agencies set up by rich men in this country none will have a nobler background."

Mitten Management is the corporate organization of financing and operating transit companies that made Mr. Mitten famous for straightening out strikes and other difficulties of public traction service, especially in Philadelphia and Buffalo. Mitten Management "became a symbol" of practical demonstration that the public can be pleased, employees become loyal, stockholders, and traction companies be made profitable. The Louisville *Courier-Journal* points out that this "big street-car man's vision" comprehended "control of taxis as well as street-car lines and buses; his aim was a unified and coordinated transportation system," regarded "as a trust to be executed for the benefit of the public, serving all." Further, the Kentucky paper suggests that "the lesson to be drawn from the story of Mitten Management may be that the trouble with many public utilities is that the men at the head of them are not big enough."

It is the type of leadership which can rise high enough above controversial situations and gage the essential factors on each side that holds the prophetic key to sound and satisfactory solutions, comments the Hartford *Times*, which believes that "the long struggle between capital and labor, as it has come to be called, is bound to bow to healing treatment when giants in the art of fundamental adjustments and reconciliation take up positions between the contending forces. In such leaders," goes on *The Times*, "the conflicting view-points find common ground. In continuing his labors after his death, by committing his fortune to the yet unfinished task, Mitten has created a fine constructive chapter in the history of American industrial relations."

"A Noble Will and a Generous Heir," is the pertinent observation of the New York *World*, which says:

> "This will was signed only six days before Mr. Mitten's death by drowning, and the Pennsylvania law invalidates philanthropic bequests made within one month of death. However, Dr. Arthur G. Mitten, Mitten's son and sole heir, promptly declared that he would carry out his father's purpose with the money that now falls to him.
>
> "In generously carrying out his purposes Dr. Mitten will not be limited to Mitten properties. He has an enviable opportunity to take the leading rôle in a wide campaign of distinguished social service."

Philadelphia correspondence gives these further details of the Mitten Management plan which has been in operation eighteen years in Philadelphia and seven years in Buffalo:

> "The plan provides for a system of cooperative committees on which employees and employer have equal representation. Employees are given a voice equal to that of management in the operation of the traction system. Three employee representatives are members of the board of directors.
>
> "The regular wages of Philadelphia Rapid Transit and the International Railway Company employees are fixt in accordance with the purchasing power of the wage itself. An additional wage is paid them for their added effort toward increased efficiencies and economies, and this wage is invested by elected trustees of the employees in the securities of the company.
>
> "At the present time the 15,000 employees of the Philadelphia Rapid Transit own more than $13,000,000 of these securities, and are receiving upward of $1,750,000 in annual dividends. At the same time they share equally with the management in the control of the property."

DO YOU PAY YOUR TAXES?—Many people cheat the Government and go to church with unruffled conscience, and *The Western Christian Advocate* (Methodist), noting that people are increasingly neglecting to pay their taxes, warns the cheaters that a day of reckoning is coming. Will any one blush to read this from *The Advocate?*

> "We learn that in one of our neighboring States the situation has become so serious that tax-collecting has become a matter of approach to the individual. Indeed, in one of the cities a moving-van often has been requisitioned, and goes out to a delinquent, demanding collection or furniture from the home.
>
> "This is a strange situation. What has come over the American people? They are suffering from a 'let-down' that appears all along the line of our moral life. Why do not men pay their taxes when they are due? Why should they suffer such indignity at the hands of their Government? Their moral sense has let down. Their obligations to the State no longer keep them keyed up to the performance of their patriotic duties. In the old days it was a disgrace for a man to fail to pay his taxes. What has become of the sense of personal dignity and fear of public disgrace? What are men doing with their money? Are they spending it on luxuries? Are they having their automobiles, and their radios, and a thousand other things that are in the present-day home furnishings, at the expense of paying their taxes and otherwise performing their duties as citizens?"

SHOULD JURIES BE ABOLISHED?

IS THE CRIMINAL SO INFLUENCED by circumstance that he should be examined and tried by a board of psychiatrists rather than by a jury of his peers? Opinion is veering to that effect here and in Mexico, where, under a new code to go into effect on January 1, the death penalty and trial by jury are both abolished, and the principle of equality before the law is no longer recognized, because, as dispatches tell us further, it is held to be utterly unjust in its application. Every crime is affected by the circumstance under which it is committed, such as the sex, age, education, and social position of the accused. Punishment, according to the new view, must therefore be fitted, not to the crime, but to the criminal. To apply this theory crimes are arranged in two classes, to one of which, we read, is appended a long list of "mitigating" circumstances, and to the other a long list of "aggravating" circumstances, and an attempt is made to adjust the punishment to them.

MANY MANSIONS

BY ARTHUR GUITERMAN

VAST is my Father's house and glorious are
  Its many mansions, citadels of light,
Enchanted moon and redly flaming star.
  Whether beheld or still beyond our sight
They gem infinitude. Well named were they
  By dreaming bards of some wild desert clan,
Nihal, Giansar, Betelgeuse, Er Rai,
  Gomeisa, Fomalhaut, Aldebaran
And Talitha the Maiden. Isles of rest,
  Inns of Eternity, they house the soul
Upon its pilgrimage, that splendid quest
  Wherein from world to world and goal to goal
We, too, shall tread, as myriads have trod,
These stepping-stones on the long road to God.

—*Scribner's Magazine, New York.*

While this new code has a specific application in Mexico, where law enforcement deals largely with an untutored Indian population, comments the Manchester *Union*, it warrants the study of more cultured communities. For—

> "There is a more or less general dissatisfaction to-day with the existing system for the suppression of crime. This system has grown up through the centuries, by the processes of addition and elimination, and it, therefore, has the sanction of precedent and long usage; but many students of jurisprudence, as well as many citizens, have come to feel that in many ways it fails to meet the demands of modern life. This protest has found practical expression in movements that have aimed at the lessening of the rigor of punishment in the case of youthful criminals, and in the provision of more positively reclamatory measures for all criminals. On the whole, however, the old principle of the equality of all criminals before the law rules. Old-established communities are not likely to consider an innovation as radical as that just adopted in Mexico, but the Mexican experiment is nevertheless worth watching."

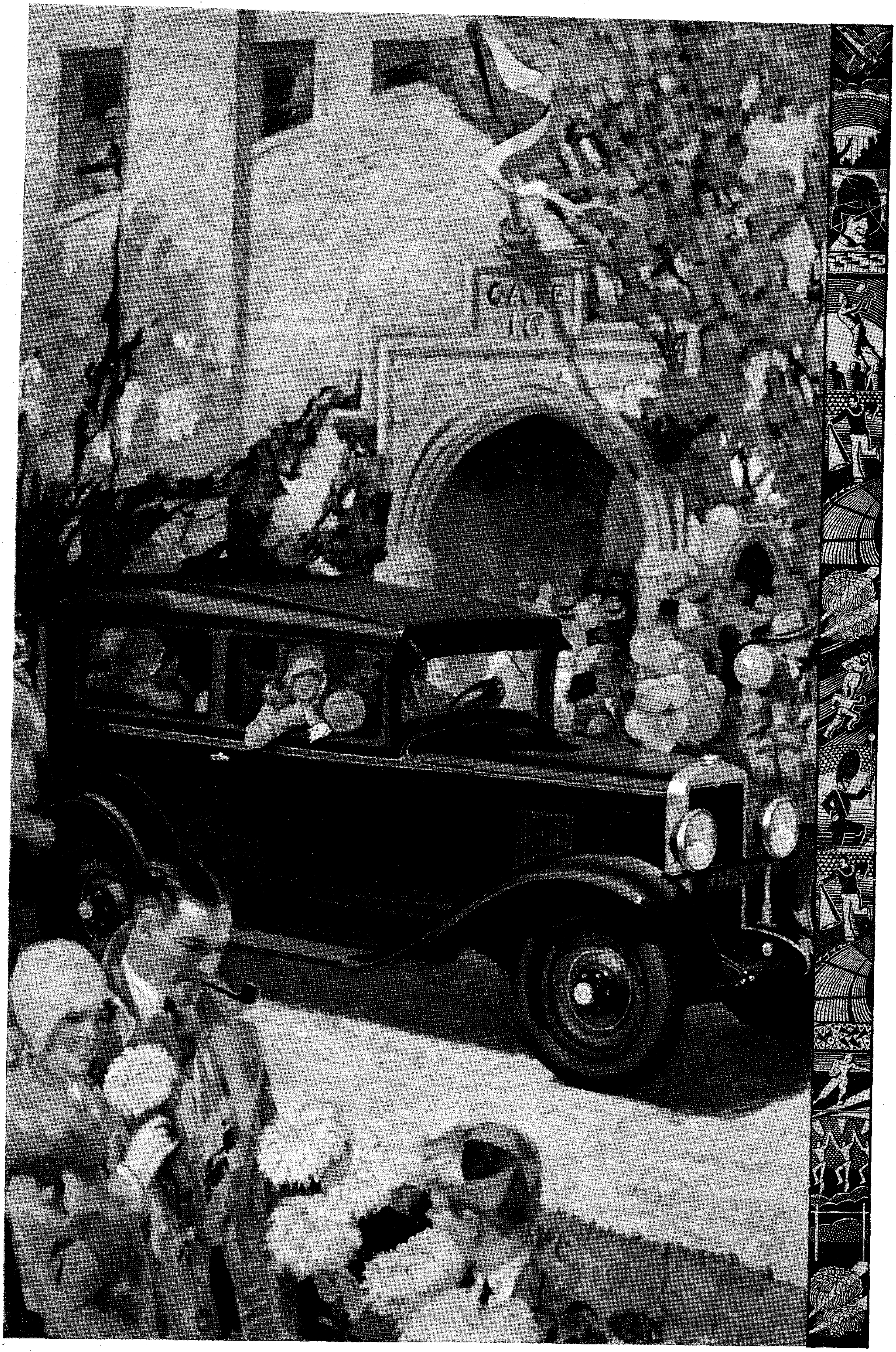
Another advocate of the abolition of the jury system is Prof. Harry Elmer Barnes, lecturer on psychology at Smith College, Northampton, Massachusetts. In a recent address at the International Congress of Psychologists, meeting at Yale University, Professor Barnes said, as he is quoted in press reports: "There is a quarrel to the death between psychiatry and conventional criminal law—that procedure based upon the theory that the criminal is a free moral agent and should receive a definite measure of punishment for a specific crime. The jury should be replaced by an examining board of psychiatrists, which would determine the treatment desirable in each individual case. The judge would be reduced to the status of a formal supervisor of the process."

The theory is, of course, not new, points out the Philadelphia *Record*, which tells us that another eminent expert has said that crime "should be treated on the principle that no man commits an offense against society of his own free will. Instead, his actions are determined by his environment and the psychological conditions within him. He needs not punishment, but remedial treatment." In line with this doctrine, *The Record* recalls, former Governor Smith of New York proposed that the jury should merely render a verdict as to the accused person's guilt or innocence. The matter of penalty or liberation would be determined by a board of experts, upon their scientific findings as to the prisoner's physical and mental condition, his social history and early environment, his blood-pressure, the state of his tonsils, and his rating in intelligence tests. Professor Barnes would go further by eliminating the jury entirely on the ground that the problem is exclusively scientific. But is it? inquires *The Record*, which proceeds to offer some suggestions of its own:

> "Felonies are offenses against statutory law, not against the formulas of science, and before scientists could reasonably be empowered to deal with criminals it would be necessary to have psychologists and psychiatrists rewrite the laws defining crimes and degrees of guilt.
>
> "A more obvious objection is that psychology and psychiatry are not exact sciences. They are far more nebulous than law, the proclivities of jurors and the attitude of judges. Their practitioners would be likely to disagree violently both as to the facts revealed by their examinations and the deductions to be drawn therefrom.
>
> "Is it to be concluded, then, that they have no place in the court-room? By no means. While they should not be substituted for the processes of law and the rulings of trained jurists, they should be called in to assist those agencies in the administration of justice.
>
> "Beyond any question the acts of the delinquents, misdemeanants, criminals and varied social misfits who pass through the courts are determined in part by physical, mental and psychological defects. It is properly the function of the judge to punish those whose legal guilt has been established to the satisfaction of the jury. But he can render his decision with far greater intelligence and helpfulness when enlightened by the findings of expert criminologists as to the defendant's history and condition.
>
> "This rational system, indeed, is widely used. It has been conspicuously successful in the Municipal Court of Philadelphia."

PROTESTANT EXTRAVAGANCE—A lesson in church economy is given to Protestants by the Roman Catholic Church, according to *The Bulletin* of the Federal Council of Churches, which draws attention to a remarkable survey conducted in Chicago by the University of Chicago in cooperation with the Congregational Missionary and Church Extension Society of that city. The result is a revealing comparison between the Protestant and the Catholic practise in locating churches. The findings, as reported in *The Bulletin*, are:

> "The two religious groups minister to approximately the same number of people, but in carrying on their ministry Roman Catholicism has 253 parishes in the city and Protestantism has 1,000.
>
> "That is, Chicago Protestants have built four times as many churches as the Catholics to care for the same numbers.
>
> "The average number of people in a Catholic parish in Chicago is 2,250; in a Methodist parish 179, in a Baptist parish, 188.
>
> "A further study shows that, generally speaking, Protestant churches have found it necessary to retreat from the down-town sections to choicer residential areas as the character of the population has changed, but Catholic churches have stayed. In the period under review, only two Catholic churches had failed to maintain themselves, while twenty-two churches of a single typical Protestant denomination had had to give up.
>
> "The difference is almost certainly due to the fact that Roman Catholicism, as a highly centralized administrative unit, is able to lay out parishes on a strict geographical basis so as not to compete with each other, while the various Protestant bodies, in the exercise of their cherished freedom, have had no common strategy in the occupation of the field."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QUALITY AT LOW COST

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned

HERE is the first-prize poem of the fifteenth international poetry contest held by *The Poetry Review* (London). Close to 1,000 poems, from sixteen nations and thirty-one States, entered the lists:

CATHEDRALS OF THE HEART

By Joseph Auslander

There are cathedrals builded not of stone,
Whose dark sonorous grandeur is no part
Of time or place, but with the bleeding heart
Bastioned, and buttressed with our blood and bone;
And neither Chartres nor Rheims nor Avignon
Can boast so radiant and rich an art
As this that without benefice or chart
Raises a roof to the celestial throne.

Here in the human heart the architect
Of our anonymous and common cares
Fashions from daily grief the golden stairs,
And, scrupulous tear by tear, his hands erect
A tabernacle whose eternal beams
Are heavy with the dust of our dead dreams.

This poem, in *The Kaleidoscope* (Dallas, Tex.), may be more of an irritant than a pleasure. It is included just to point the mania of collectors who ignore the grain for the chaff:

OLD BOOKS

By Lilian C. B. McA. Mayer

I care nothing for old collections,
For who has possessed this or that book;
Nor whether the poet's hand has pressed the page,
Nor for his autograph on the fly-leaf,
No more than I would care to hear
The Ave Verum of Mozart
Performed upon an old, garreted spinet.

The poet's thought—
His glowing, strangely-disturbing thought,
Awakening, challenging, terrorizing my own,
Is not prisoned in a de luxe binding,
Does not bear the stamp of any age.
It alone is worth the capture.

Poets since Wordsworth, and perhaps before, have sung of this crime to birds. This is from *The Cornhill Magazine* (London):

THE SONG

By May Kendall

A tiny traveller in the blue,
Having forgotten care,
He wings his brave adventure through
The pure and buoyant air;
And ever on the upward quest,
His heart with bliss abrim,
He sings to one upon the nest
That all is well with him.
So rare a song—the final word,
It seems, in sheer delight!
(Listen, oh God, to a free bird,
Hymning the joy of flight!)

Shut in a prison low and strait,
With his bright eyes grown dim—
He'll see no more his brooding mate,
Who died for lack of him.
He scarce may flutter his cramped wings,
He has no friend—save Death!
Yet from a breaking heart he sings,
As though—earth far beneath—
The wind's exultant voice he heard,
Or rested on its might!
(Listen, oh God, to a caged bird,
Hymning the joy of flight!)

Miss Monroe has returned from a long journey to the Near East, and gives *Poetry* (Chicago) a long series of poetic reflections. Her first is, however, a reassertion of loyalties:

BACK HOME

By Harriet Monroe

Egypt, Jerusalem, Stamboul,
And Athens of the crystal hill;
Apollo of Olympia,
Tall as a tower and marble-still;

Italy shining in the sun,
And Slavia by her dented sea—
These have been mine since last I stood
Where now my own comes back to me.

I met the dark kings where they lay
Mummied and folded close in gold,
And listened in their tombs to hear
The bragging tale their sculptors told.

I climbed the crested Holy City
Where one man, speaking words of flame,
Burnt up the Roman power and left
A world emblazoned with his name.

And Greece, guarding her shattered stones,
Lifting white columns to the sky—
I saw her pledge her Parthenon
To prove beauty can never die.

Now from the crowded little lands,
Gun-weighted with their ancient hates,
I come, hearing a mighty voice
Calling her thunder-roll of states.

The prairies hear it, and the hills,
The huge lakes, the far-folding sea—
A radio call out of the air,
Enormous, insolent and free.

And who am I to question her
Where among skyscrapers she waits!
The nations I have trailed are here—
Hate dies in them within her gates.

Horace has been well served in the Conning Tower of the New York *World*, sometimes, as now, by others than the editor:

HORACE, BOOK I., ODE XXVII

"Natis in usum laetitiae scyphis"

By L. Beebe

It is a Thracian trick to brawl in wine,
And fight with vessels dedicate to pleasure;
Bacchus will all such services decline—
Strike up the drinking, not the martial, measure!

There is no bond between the lighted feast
And the accursed assassin's Median blade.
Such quarrels, gentlemen, should long have ceased—
Be seated, let your turbulence be stayed.

You bid me stay and drink Falernian rare?
Then let the lad, Megillia's own brother,
The source of his sweet wound to us declare:
So let him name his sweetheart and none other!

What, you refuse? I will not drink a swallow
Until I know. Whoever is your passion,
There is no reason for such shame to follow.
An honest love has ever been your fashion.

Whatever is the manner of your fate,
Trust it to loyal ears. . . . O cursed shame
That this Charibdis should have seized you straight
When you, poor youth, should have less fierce a flame!

What witchcraft now can free your pinioned arms?
What god, what mystic lore of Thessaly?
From such chimerian triple-folded charms
Winged Pegasus himself might not win free.

Apropos to the moment is this in *Troubadour* (San Diego, Cal.). The writer is described as a ranch girl who lives in Santee, California. She first saw death when a plane fell by her ranch and killed two men:

FALLEN SHIPS

By Julia Van der Veer

A peaceful day—blue skies—white clouds,
A meadow sweet with summer's breath,
The birds all glad, and full of song—
Yet that day—I saw death.
A fallen 'plane lay on the ground,
A broken toy, and by its side
Two men—so young—stretched on the grass—
And there, beneath the sky, they died.

Dear God, it must be hard to die
When one is young in years!
But every step that progress makes
Is drenched by mothers' tears.
"On steps of death is progress built,"
Or so would speak dead lips;
And man to fly, must leave behind
A trail of fallen ships.

You are not compelled to believe this in *The Saturday Review of Literature* (New York), but it's a pleasant bit of macabre:

THE TWO WIVES

(A New England Legend)

By Daniel Henderson

Jonathan Moulton lost his wife—
Neighbors said he took her life.
Did he poison or strangle or smother!
Howsoever, he married another.
A shy and unsuspicious thing,
She wore his first wife's wedding ring.

Asleep she lay where the first wife's head
Had pillowed itself on the fateful bed,
But she woke at midnight shivering:
A cold hand plucked at her marriage ring,
And a voice at her ear had a graveyard tone:
"Give the dead her own!"

Jonathan woke at his young bride's scream.
Up he sprang and brought in candles,
But ghostly wives have elfin sandals!
He swore to his bride it was just a dream,
He lifted her hand in the candle gleam.
"I'll wager my all that it's still on!"
But—Lord ha'e mercy!—the ring was gone!

The Commonweal (New York) credits the boy with an art that no one would wish to deprive him:

WILLOW WHISTLE

By Ethel Romig Fuller

Only a boy
Can set free
The music in
A willow tree.

Can find the cricket
And the lark
Hidden in
A willow's bark.

Can fife and flute,
Can lilt and croon
The notes that make
A willow tune.

Can blow an air
Winged as a thistle
From a little
Willow whistle.

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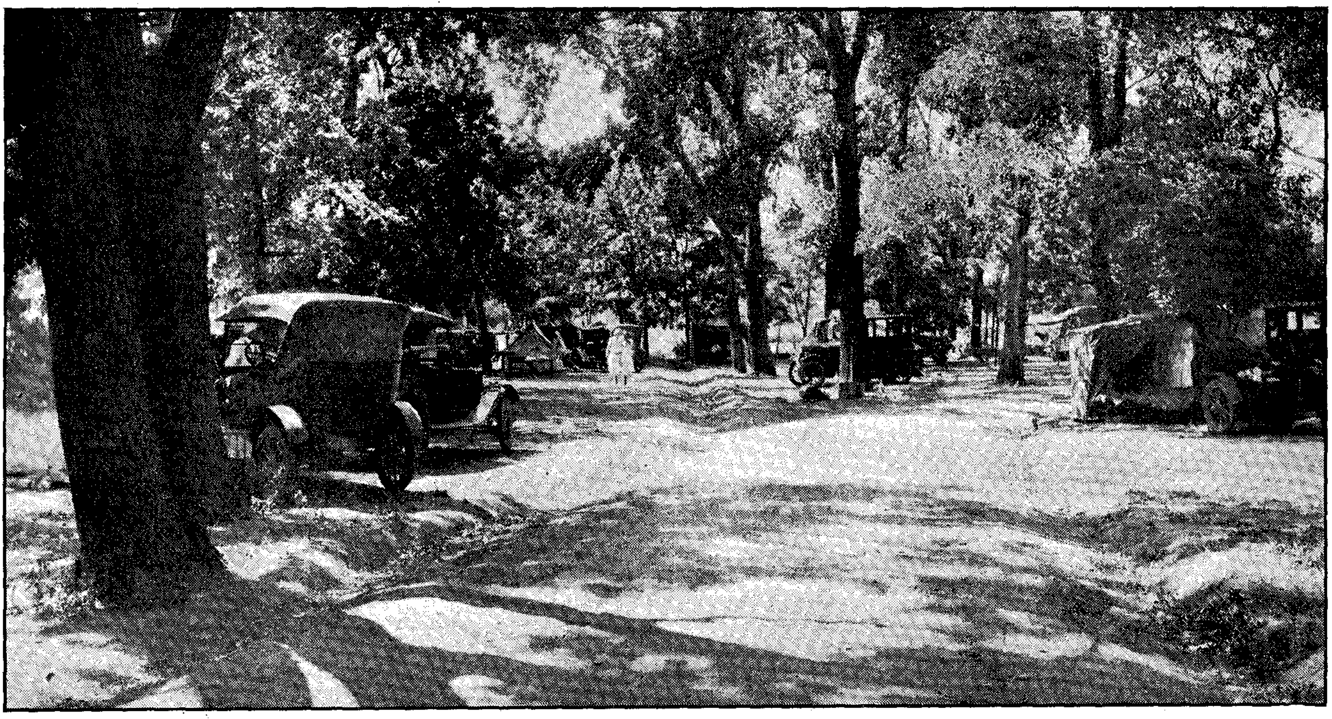


Keystone View photograph

"THE PUBLIC MAY BE ASSURED THAT NO GREAT MENACE TO ITS HEALTH LURKS IN THE TOURIST CAMP."

GOOD AND BAD TOURIST CAMPS

A SANITARY INSPECTION of this class of hostelry in the State of New Hampshire has been made by the health authorities, and the results appear in *Health* (Concord, N. H.), the bulletin of the State Board of Health. The results, as will be seen from the quotations below, were favorable rather than the reverse. A nation-wide report would be of value, but difficult to obtain, and probably much that is said of the situation in this one State would apply to others. We read:

"One hundred and seventy camps were visited, practically all of the cabin or bungalow type. They vary greatly in their size and accommodation, some housing two people, some a hundred. Accommodations are elastic, for the camp managers all have cot beds, which they can install on demand, but it was estimated that a total of 6,393 people could be housed in New Hampshire's camps in a night.

"The equipment varies somewhat. Practically all of the camps provide double beds, and in many instances all the beds are new, or a year old only. Most of the camps do their own laundry, the larger ones having regular laundry rooms with washers and manglers. A few camps have running water in each cabin, and indeed two at least were found where each cabin included a flush closet. The majority, however, provide a pitcher and bowl for tourist ablutions, and community toilets.

"The chief concerns of the inspectors were, of course, water supply, toilets, and general cleanliness. Where dining-rooms were attached to the camp—and about fifty-six of these were found—equipment for caring for food was also examined, and always such utensils as ice-cream scoops and glasses were looked into.

"The tourist camp almost always has its own water supply—a spring or a well. The location was examined, and recommendation as to protection made where deemed necessary. In a number of instances analysis of the water was advised, the analyses seldom showing anything more serious than a need of cleaning out the supply source, and the provision of better protection. In only one instance of those examined was the supply found to be dangerously polluted.

"Tourists are using the camps more and more, preferring the quiet airiness and natural location. And with increased use the public has raised its demands to a higher level, until the 'camping' element of stopping overnight has largely disappeared. It is a small camp which does not provide electricity in each cabin. The public has demanded better toilets, so that seventeen of the 170 camps have installed chemical toilets, while seventy-six provide flush closets with proper sewerage disposal, for the conveniences of their guests.

"A word should be said in behalf of the camp manager. The tourist is given the use of camp facilities at the small and almost universal price of one dollar per person. This is made possible by the fact that the personnel of the camp is small, and that the work of cleaning, washing, and cooking is done by the manager, and his wife and assistant. Most camp managers work hard to provide the public with a clean camp, and yet any number of camps complain that the public does not cooperate in this endeavor.

"It is to the credit of this infant business that the people engaged in it are largely of an educated, well-bred, and accommodating class of people. Practically all of them welcomed inspection, were eager for suggestions, and prompt in following them. A large number, without being asked, volunteered that they would favor a registration fee, and a requirement of definite standards to which the camps would be compelled to conform.

"The class of people using the camps varies of course. Traveling men, groups of young men, groups of girls, confident of finding a camp in which to stop when darkness falls, push on to a definite or indefinite destination, stopping at a camp when they become tired. Probably the largest class of patrons of these small villages is the family on tour. All sorts of people, to be sure, but on the whole, a well-meaning and clean class of people, largely from other States, stop at the camps. America is indeed a tourist nation.

"A rough estimate of the size of the investment which the bungalow cities represent in New Hampshire would place the figures at $150,000. This figure does not represent the cost to build, by any means, and, if anything, is a very conservative estimate. In a majority of cases the income is being largely turned back into the camp in the form of improvement, a fact which the public should appreciate.

"The public may be assured that no great menace to its health lurks in the tourist camp, and that the camp manager is almost always anxious to provide for its comfort and pleasure, that the tourist may without cares or irritations watch the

Beautiful teeth, firm and white

—*with a minimum of brushing*

BEGIN today using Listerine Tooth Paste and see how quickly it rids teeth of discoloration and deposits and makes them white and lustrous. Brushing is reduced to a minimum.

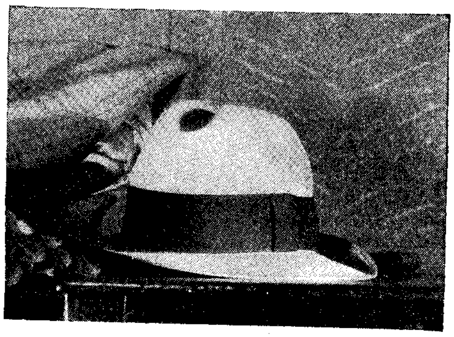
That is because we have included in this paste modern polishing agents. They are harder than tartar but softer than enamel.

So they quickly remove the former and polish the latter without damage.

Carried by your brush, they penetrate and cleanse tiny crevices between the teeth where decay so often gets the upper hand.

After you have used Listerine Tooth Paste note how clean, fresh, healthy, and invigorated your entire mouth feels—something like the sensation given you by Listerine, itself.

It must be evident to you that Listerine Tooth Paste is exceptional else it would not have leaped from obscurity to leadership in 4 years. Try it yourself, Lambert Pharmacal Company, St. Louis, Mo., U. S. A.



Buy a hat with what it saves you

Buy yourself a new hat with what you save by using Listerine Tooth Paste instead of dentifrices in the 50c class.

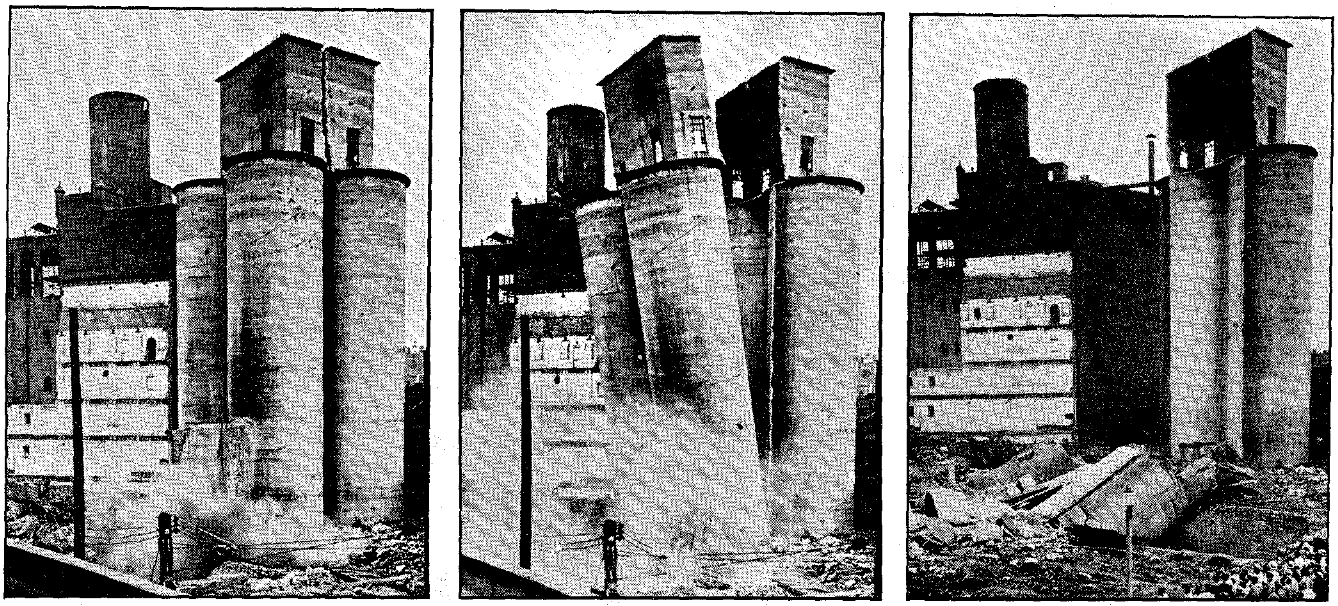
The saving averages about $3 per year per person, assuming you use a tube a month.

LISTERINE TOOTH PASTE . . . 25¢

reflected glow of the evening fade from the shimmering surface of the lake, or the purple haze over the folded wings of the mountains give way to a cool starlit darkness."

WRECKED BY VOLSTEAD

THE IMMEDIATE FACTOR in bringing to the ground a group of four huge grain silos in North St. Louis was dynamite; but back of that was the Volstead Law, for the silos had been used for storing brewery grain. Their demolition was something of an engineering feat, and attracted considerable attention, we are told by C. B. Spicer, who describes it in *The Explosives Engineer* (Wilmington, Del.). He writes:



Courtesy of *The Explosives Engineer* (Wilmington, Del.)

GOING! GOING! GONE!

"THE PROJECT ATTRACTED CONSIDERABLE ATTENTION AS AN ENGINEERING FEAT"

"It is estimated that fifteen hundred spectators witnessed the crash."

"A somewhat delayed effect of the Volstead Law in North St. Louis was the recent demolition of the City Brewery to clear the ground for other purposes. The tearing down of the brew-houses and similar buildings was an ordinary wrecking proposition.

"However, at one end of the property and adjacent to the sidewalk, stood four large grain silos, each about twenty feet in diameter, built together in the shape of a four-leaf clover. These silos originally held the grain used in making the brew. They stood ninety feet high, and were surmounted by a large pent-house, making the total height from the ground approximately 113 feet. The concrete, reinforced vertically and horizontally, was more than six inches thick. Much cement had been used in the concrete mixture so that the structures might remain indefinitely.

"Henri Chouteau, the owner, invited wrecking bids from various companies, but most of the estimates seemed unreasonable, while a number of contractors declined to bid at all. The best bid received for a scaffold alone was about $2,000, but it was realized that after the construction of the scaffold the problem of breaking the concrete would still remain.

"Finally, a representative of an explosives company was called in, and after inspecting the location of the silos he suggested that explosives be used in combination with a concrete breaker. W. D. Winters, of Pittsburgh, brought an air-compressor on the scene, and the group of silos was cut in two by the use of concrete breaking tools.

"Instead of building a scaffold, the operator of the concrete breakers used a bos'n chair, or rope sling, by which he was raised and lowered while making a vertical cut through the center of the pent-house and group of silos.

"The work of the concrete breakers then advanced to the stone foundation under the concrete walls of the silos, and seven timbers 12 inches by 12 inches by 2 feet were placed under one-half of the part of the silo to be shot down first. Before setting the timbers, two holes about 1½ inches in diameter and approximately 6 inches deep were drilled about midway of the timbers and at right-angles to one another, one with the grain and the other across the grain. The next step consisted of removing the balance of the stone and cement foundation between the shoring timbers and around to a point that measured one-half of the base. This was to balance the weight of the structure to be brought down and to permit part of the weight to be shifted to the shoring timbers.

"A little more than half a cartridge of dynamite was placed in each hole drilled against the grain, and the balance of each cartridge was placed in holes drilled with the grain. Detonating fuse connected all the cartridges.

"With a stroke of the battery plunger, the explosion occurred. But the job had been so well planned that the stacks did not begin to fall until a steel cable, which had been placed around the top of the inner half of the silos, was made taut. This cable, attached to a block and tackle, led toward a 'dead man' in the direction planned for the fall of the silo. Another rope with block and tackle was placed at right-angles and attached to three large trucks that had been hooked together. When the trucks were run ahead one-half of the structure fell exactly as planned.

"To indicate how accurately the drop of the silos was controlled the last half of the group fell directly on the first half. This was within a foot of the contemplated mark.

"The advantage of dropping the silos by this method was that the impact with the ground demolished the stacks so that the débris could be conveniently handled by a steam-shovel.

"The project attracted considerable attention as an engineering feat. Much favorable comment was exprest on the use of explosives as the controlling factor in the demolition, because of the proximity of telephone wires, adjacent buildings, and a street-car line. It is estimated that fifteen hundred spectators witnessed the first crash."

OVERDONE THEATER COOLING—Artificial cooling of theaters may be overdone, we are told by Charles Fitzhugh Talman, in his Science Service feature *Why the Weather* (Washington). The air-conditioning apparatus so used, he declares, can be used with discretion or otherwise. One of the leading firms manufacturing such equipment says it is the fault of the theater managers that the cooling is so often overdone. He goes on:

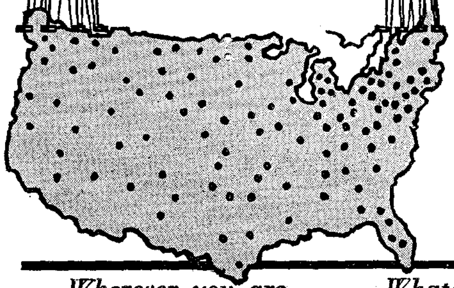
"A person in normal health, drest seasonably and sitting quietly in a theater, experiences a temperature sensation that is dependent upon four things; viz., the temperature of the air (measured by a dry-bulb thermometer), the relative humidity (obtainable from readings of the dry-bulb and wet-bulb thermometers), the movement of the air, and acclimatization. 'The slight movement of the air incident to ventilation is relatively unimportant. Acclimatization means, in this connection, the adjustment of the body, before entering the theater, to the conditions prevailing outside. Because of this adjustment, indoor

(*Continued on page 37*)

Commercial Credit Plans

Commercial credit deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including hundreds of individual products, fall within their scope.

¶ Commercial Credit Companies have 178 full operating branch offices and 272 credit offices—450 offices in all—located in the principal cities in the United States where service is available. Commercial Credit service reaches out to Canada, Europe, Asia, Africa, Australia and South America and is being extended to all world-markets where conditions justify its introduction.



STATION CCCo BROADCASTING

ANNOUNCING the endorsement of its deferred payment service by many of the world's leading radio manufacturers.

AMRAD, BRANDES, BREMER-TULLY, CROSLEY, EDISON, FADA, KENNEDY, KOLSTER, LYRIC, SILVER, STEINITE, STEWART-WARNER . . .

sets that need no introduction . . . sets symbolic of the last word in radio receiver perfection—these are products of manufacturers whose economic judgment assures you this safe, sound and convenient financing service for the purchase of your new radio.

Commercial Credit deferred payment service is used by thousands of responsible radio distributors and dealers throughout the United States, and is available for the financing of *all* well known radio sets.

COMMERCIAL CREDIT COMPANIES

COMMERCIAL BANKERS

Cash Capital and Surplus $57,000,000

COMMERCIAL CREDIT COMPANY - Baltimore	COMMERCIAL CREDIT COMPANY, Inc., New Orleans
COMMERCIAL CREDIT CORPORATION, New York	COMMERCIAL CREDIT COMPANY - San Francisco
COMMERCIAL CREDIT TRUST - - - - Chicago	KEMSLEY, MILLBOURN & CO., Ltd. - New York
COMMERCIAL ACCEPTANCE CO. - Indianapolis	AMERICAN CREDIT CORPORATION - - - Omaha

MIDWEST COMMERCIAL CREDIT COMPANY, Detroit, Des Moines, Milwaukee, Sioux Falls
CONTINENTAL GUARANTY CORP. *of* CANADA, Ltd., Montreal

NATIONAL HEADQUARTERS - Baltimore

Wherever you are ~ Whatever you make, sell, or buy ~ Investigate Commercial Credit Service

JUST AS a skyscraper owes its towering beauty to the foundation extending a hundred or more feet underground, so the new Buick owes a large measure of its leadership to a structure which is rarely seen—the masterly Buick chassis. This is the foundation upon which Buick supremacy is built.

Match this chassis with the chassis of any other car selling within a thousand dollars of Buick's price. Look beneath Buick's smart new Bodies by Fisher to the frame, Buick's great new Valve-in-Head engine, and other vital units which are the fountain source of motoring satisfaction. For here in this sterling mechanism are unequaled strength, simplicity, fine engineering and performance-ability. Here is value so outstanding as to make it next to impossible to purchase anything but a Buick, once you have studied this chassis.

The Culmination of Twenty-Six Years of Progressive Engineering

This superb Buick chassis did not spring into being in one year—nor five years—nor even ten. It reveals the perfecting influence of steady growth. It represents an investment of millions—an investment which few manufacturers are in a position to make. Twenty-six years of intensive development by Buick's master engineers have made it the standard of fine car engineering.

The mere fact that motorists have purchased more than 2,000,000 Buicks—a far greater number than any other fine car—testifies more strongly than any list of features to the advanced design and sturdier construction which people the world over freely attribute to this chassis.

These owners have driven Buick cars literally billions of miles. They have found Buick so able, so responsive, so eternally dependable that they start forth on the longest trip, winter or summer, with perfect confidence. They *know* they will arrive, not merely on scheduled time, but with a deeper joy in their cars' performance, as well as a delightful freedom from that fatigue so frequently associated with motoring. And, having proved these facts so thoroughly, more than 100,000 of these Buick owners come back for new Buicks every year. They introduce other motorists to the striking advantages of Buick performance. And these motorists, in turn, graduate to Buicks, just as they have been doing by tens of thousands since the advent of the fine Buick of today. All express the same thoroughgoing satisfaction, all report the same deep-rooted preference for Buick, based on their daily experience with the flawless operation of the Buick chassis. The Buick foundation is right—and all Buick owners' months and miles of motoring are right as a result.

Quality Leadership — Sales Leadership — Value Leadership

The matchless quality of this chassis, plus Buick's greater beauty and luxury, has enabled Buick to maintain unrivaled sales leadership throughout a long period of years. And that sales leadership, in turn, has made it possible for Buick to establish a new order of value by bringing forth this greatest Buick of them all, at new low prices. The result is that demand for Buick for 1930 is sweeping to new high levels, far surpassing the record of any previous Buick and ranging from two to five times as great as the demand for any other fine car, from $1200 on up to the highest price.

Facts such as these regarding owner preference for the Buick chassis are impressive even in cold type. And they become irresistible when you compare this chassis — the staunch foundation of Buick leadership—and prove its superiority on the road. Make this comparison before buying any automobile, regardless of price. Then trust your own preference for Buick.

Ask your Buick Dealer for a booklet containing
a detailed description of the Buick chassis.

118″ Wheelbase Models . $1225.00 to $1295.00
124″ Wheelbase Models . $1465.00 to $1495.00
132″ Wheelbase Models . $1525.00 to $1995.00

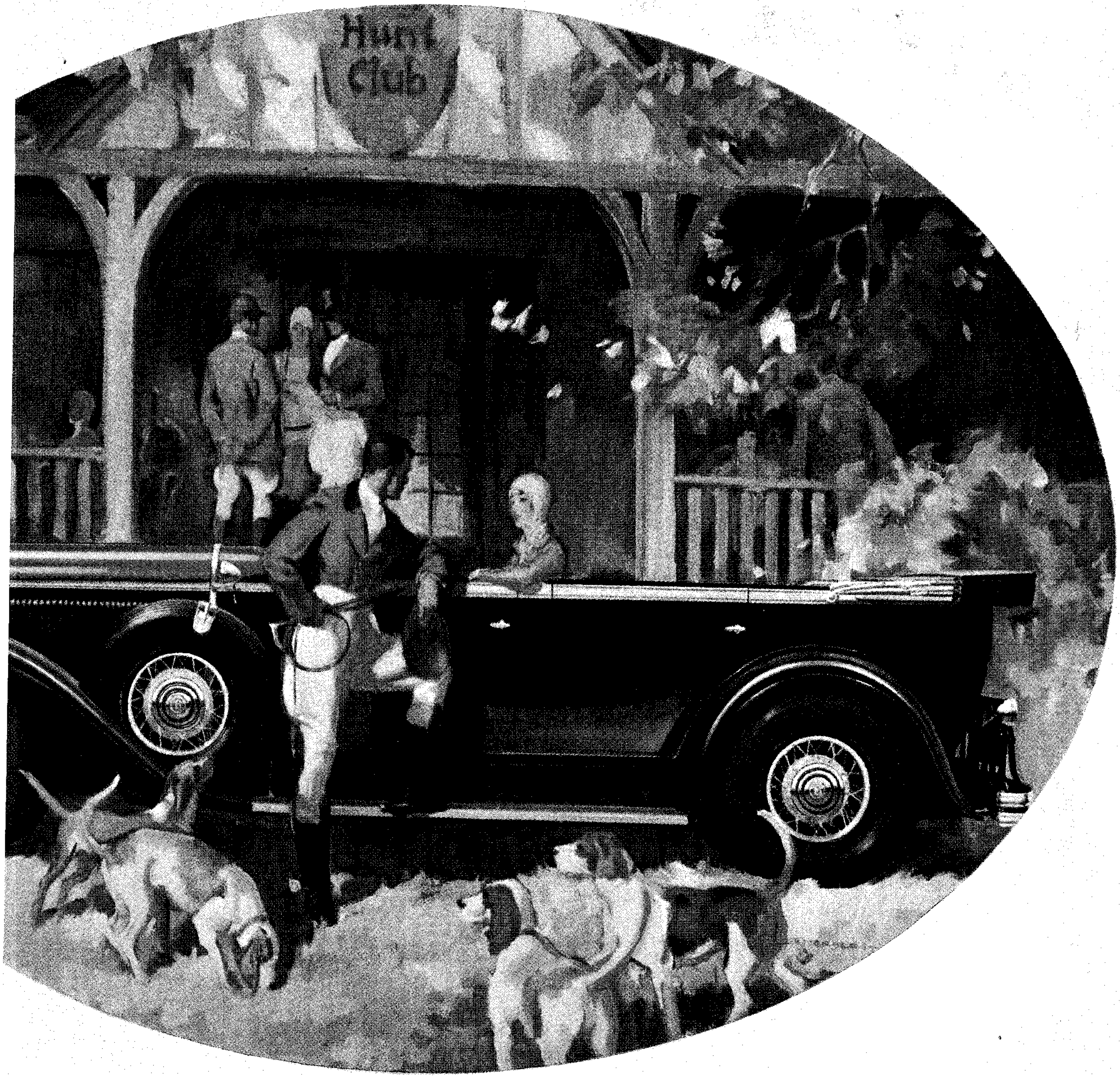
These prices f. o. b. Flint, Mich. Special equipment extra.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Canadian Factories McLaughlin-Buick, Oshawa, Ont. — *Division of General Motors Corporation* — Builders of Buick and Marquette Motor Cars

WHEN BET

HE NEW BUICK

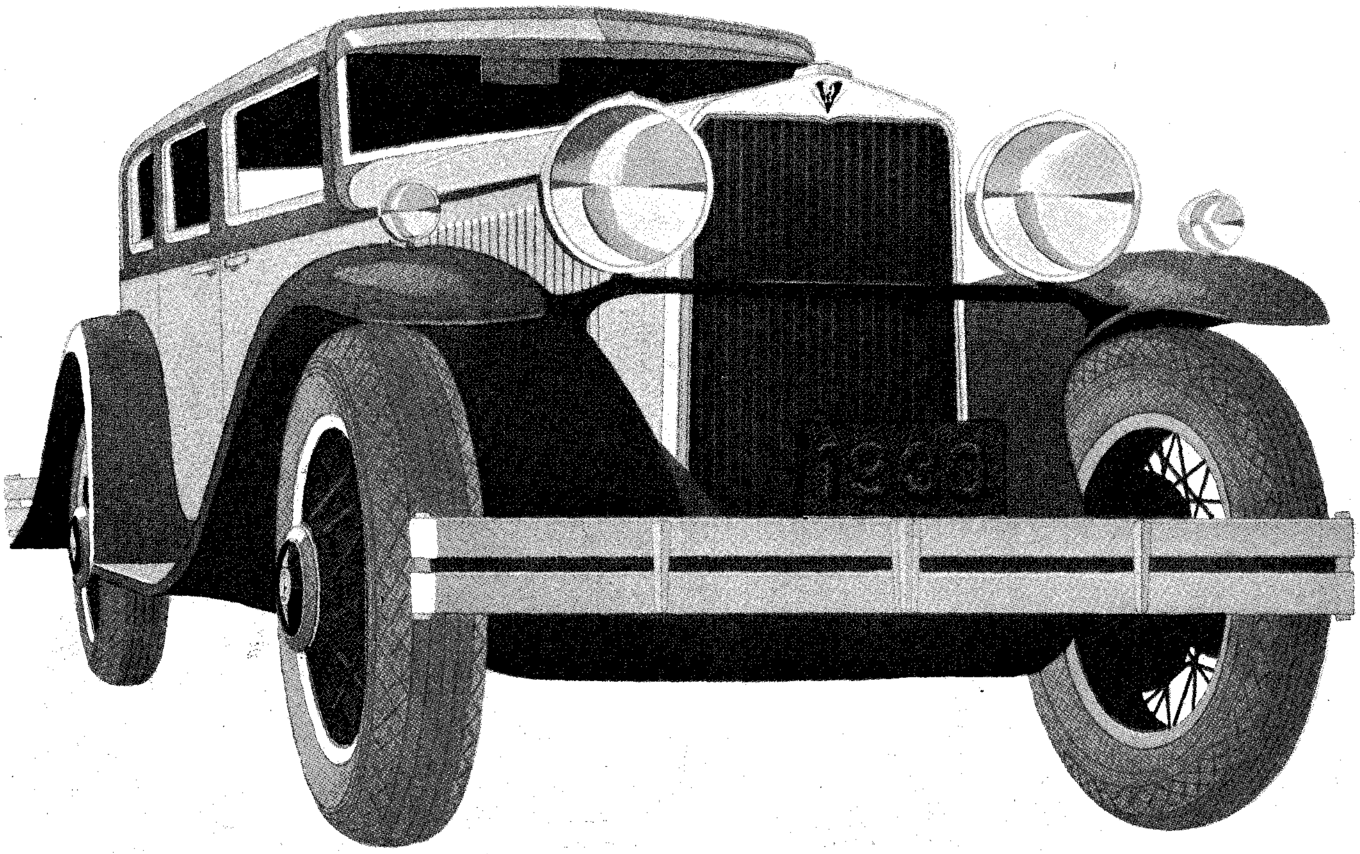
Smart • Reliable • Beautiful



-six years of fine engineering have evolved ck chassis . . . and two-to-one sales leadership ield has made possible Buick's low price

UTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM

REVOLUTIONARY . . . *in its lower price, its new and advanced type of beauty, its extreme comfort and roominess, its velvet-smooth performance . . . with a speed of 80 miles an hour*



Presenting the 1930 100 HORSE-POWER HUPMOBILE·EIGHT

Again Hupmobile has produced an *original* motor car. Again Hupmobile has blazed a new trail, to establish a new unit of measurement in the motor world . . . For Hupmobile is *expected* to set new patterns. It sponsored and developed the Straight Eight when the eyes of the world were on the Six. It introduced the first tailored metal construction. It created a car that set the mode for the entire motor world in 1928, and radically changed the trend of motor car design . . . Now Hupmobile presents the 1930 Eight. And in every respect—beauty, comfort, control, performance—it advances all standards by which motor cars have been judged . . . See it . . . ride in it . . . drive it . . . as soon as you can do so. By no flight of imagination can you anticipate the thrill that awaits you. *Your Hupmobile dealer invites you.*

1930 ADVANCEMENTS IN THE 1930 HUPMOBILE EIGHT

1930 BEAUTY . . . This is the first motor car ever designed in which a single modern style motif is used throughout, presenting a unit of harmonized beauty.

1930 PERFORMANCE . . . 100 horse-power . . . 80 miles per hour . . . acceleration from 5 to 50 miles in sixteen seconds. Dollar-for-dollar the greatest power plant in history.

1930 QUIET . . . Dual elimination of vibration, by full counterweighted crankshaft in addition to vibration damper.

1930 LUBRICATION . . . Oil delivered under pressure to 53 points in the engine. The most modern, the most efficient, the most reliable type of lubrication.

1930 COMFORT . . . . New hydraulic shock absorbers. Deep cushions, body-contoured upholstery, matched springs.

1930 SAFETY . . . Large steeldraulic brakes . . . non-squeaking, non-dragging, long-lived, and trouble-free.

1930 SPACIOUSNESS . . . . . Increased wheel base, and adjustable front seat, more leg space, wider seats.

1930 STEERING . . . Cam-and-lever steering gear, admitted to be the safest and most responsive of all.

1930 NICETIES . . . New wind shield wiper with concealed mechanism. New positive action fuel pump. Improved automatic radiator shutter. More accessible placement of all controls. Slanting, non-glare wind shield.

BODY TYPES

5 Passenger 4-door Sedan . . . 5 Passenger Town Sedan . . . 2 Passenger Coupe with rumble seat . . . 2 Passenger Cabriolet (collapsible top) with rumble seat . . . 7 Passenger De Luxe Sport Phaeton. CUSTOM EQUIPMENT . . . *available for all models, at amazingly slight extra cost.*

(*Continued from page 32*)

conditions should be varied according to the temperature outdoors. The firm above mentioned says on this point: 'The dry-bulb temperature and the relative humidity that result in summer comfort are higher than those of winter, due partly to acclimatization and partly to the lighter clothing customarily worn in summer. The indoor summer comfort conditions bear a definite relation to the outdoor conditions and vary with them. This is true because the person must be protected from shock, upon entering or leaving the indoor conditions, and from the condensation of the moisture in the air trapt between the clothing and the body, which would occur were the indoor conditions too "low" as compared with those outdoors.' The same concern recommends certain combinations of dry-bulb and wet-bulb temperature for each outdoor temperature. When the mercury soars to 95 degrees on the street, a combination of 80 degrees dry-bulb and 65.2 degrees wet-bulb is said to be ideal inside, but in no case is there justification for making the building '20 degrees cooler inside,' as measured by the dry-bulb thermometer. On a cool summer day it may be advisable to keep the dry-bulb temperature indoors higher than the temperature of the street."

WAYSIDE EATING-STANDS

FOR THE AUTOMOBILE TOURIST, declares *Ohio Health News*, published by the State Department of Health (Columbus), the wayside eating-stand continues to be a problem, and in many instances a menace. It is no longer an incidental factor in the travel problem. In both numbers and types it has had an enormous growth during the last few years. The writer goes on:

"Thousands of motorists depend on these establishments not only for occasional refreshment but for regular and frequent meals as well. Regulation and attempts at regulation contend with, and lack of regulation contributes to, the influence of greed in the neglect of decency and the development of health menace in the management of these places.

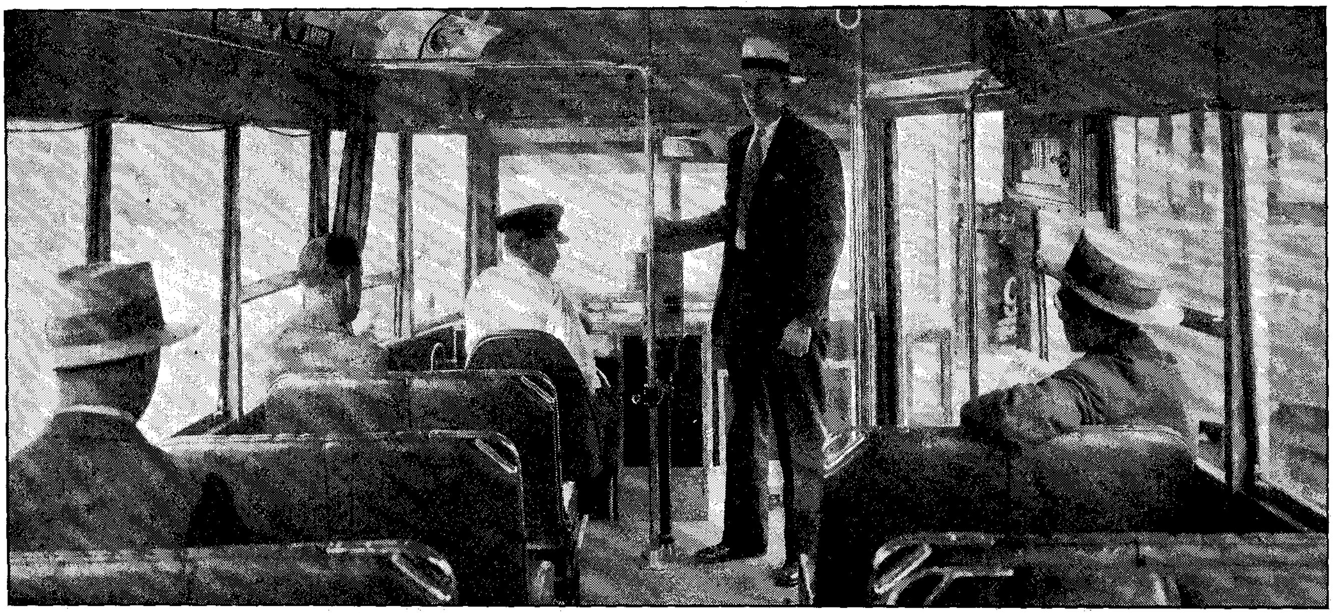
"Constant driving by health authorities and a considerable amount of rivalry among eating-stand operators has resulted in improved conditions, and recognized standards of cleanliness and sanitation are being more carefully observed. There is still much room for improvement, however, because many proprietors or managers pay little or any attention to conditions in and around them. The public itself is largely to blame; for it is surprizing how many persons there are who are actually finicky concerning food at home or in restaurants, who pay no attention to insanitary and unsafe service on the road.

"Health departments and national distributers of foods and refreshment items are cooperating heartily in the movement for better and cleaner stands; but even with public health and big business thus allied, the deciding factor, in the last analysis, is the patron himself. Before patronizing these establishments, the motorist should be reasonably sure that the drinking water is safe; that the milk, if purchased, is sold in original containers, and either pasteurized or certified; that facilities for the proper cleansing of eating and drinking utensils exist, and that the employees themselves present a clean appearance, with particular reference to hands and finger-nails. The background for these factors should be the generally clean and sanitary appearance of the place itself, and all connected with it.

"Despite all that may be done in the way of concerted efforts to improve conditions, the situation will continue to fall short of that which should be expected unless there is a personal and intelligent cooperation by the thousands who daily avail themselves of the wayside service. The demand for better and cleaner eating-stands should be a personal demand, and the traveling patron of these places should govern himself accordingly."

CHAUFFEURS FOR TROLLEY-CARS

THE TROLLEY-MAN HAS BEEN ACCUSTOMED to increasing the speed of his car by turning the controller by hand instead of "stepping on the gas"; to stopping the car by applying a hand-brake instead of "stepping on the brake," and to sounding his warning gong by stamping on a plunger instead of "leaning on the horn." Now, however, in a new type of trolley-car recently tested in Albany, New York, the controller and brakes are foot-operated, and the gong is hand-operated, so that street-cars can now be chauffeured as well as motor-manned, it is claimed, with increased benefits of speed, safety, and comfort for the passengers. We read in a press bulletin sent out by the news bureau of the General Electric Company:



Courtesy of the General Electric Company, Schenectady, New York

THE TROLLEY MOTOR-MAN MAY NOW ENJOY THE COMFORT OF A CHAUFFEUR

"The trolley-car in Albany has been electrically equipped with particular reference to speedier loading, more rapid acceleration, and increased braking. Foot control gives the operator the free use of his hands for opening and closing the door, and for making change for passengers without loss of time.

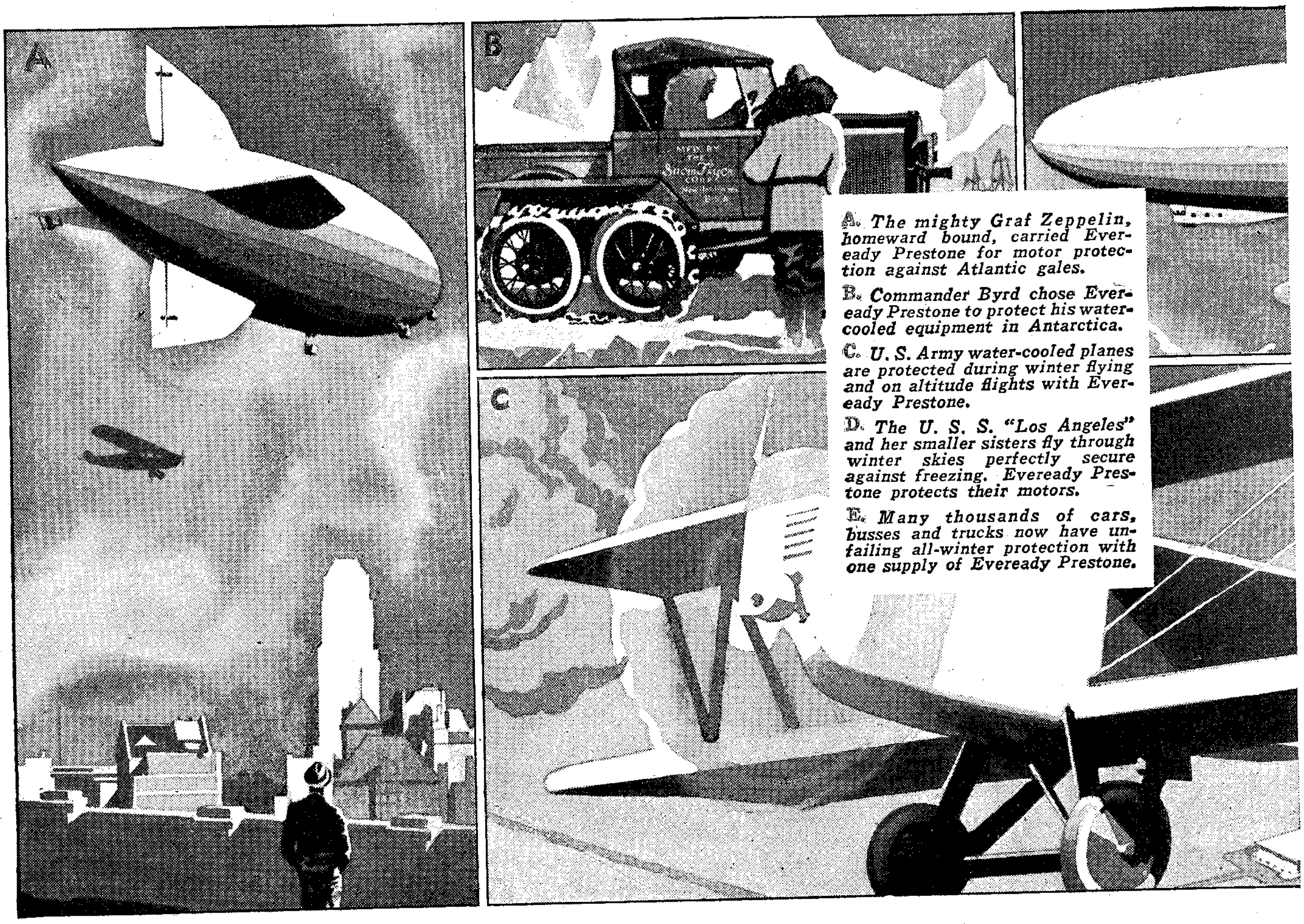
"When operating the car, the motor-man has his feet upon pedals in the floor of the cab. He applies the power by pressing the ball of his left foot on a controller or accelerator. Under normal conditions he brakes the car with his right foot, but in case of emergency he stops the car by raising the heel of his left foot, which has been resting on an emergency brake heel-plate.

"The braking equipment makes the car as efficient as the four-wheel brakes of automobiles in the matter of quick stopping. There are four sets of brakes, one more than on cars operated by hand. The extra brake, called the track brake, clamps down upon the rails between the trucks, adding a safety feature of great value in streets of dense traffic flow. There are also the regular air-operated brakes, the emergency dynamic braking system common to electric motors, and a hand-brake.

"The tests showed that, with this new type of car, a decrease of from 15 to 20 per cent. in running time can be effected. It has a seating capacity of forty-three passengers, is equipped with

(*Continued on page 40*)

« THROUGH THE SKYWAYS ON THE HIGHWAYS » AT THE BOTTOM OF THE WORLD



A. The mighty Graf Zeppelin, homeward bound, carried Eveready Prestone for motor protection against Atlantic gales.

B. Commander Byrd chose Eveready Prestone to protect his water-cooled equipment in Antarctica.

C. U. S. Army water-cooled planes are protected during winter flying and on altitude flights with Eveready Prestone.

D. The U. S. S. "Los Angeles" and her smaller sisters fly through winter skies perfectly secure against freezing. Eveready Prestone protects their motors.

E. Many thousands of cars, busses and trucks now have unfailing all-winter protection with one supply of Eveready Prestone.

THE unfailing, harmless protection against frozen motors provided by one supply of Eveready Prestone, has won for this perfect anti-freeze the highest endorsement wherever it has been used. When giant dirigibles take the air in winter weather, when a water-cooled Army plane ventures into frigid altitudes, when motors must operate in the intense Antarctic cold, Eveready Prestone is the first thought for protection. It possesses *all* the properties which the National Bureau of Standards has pointed out as essential for an anti-freeze.

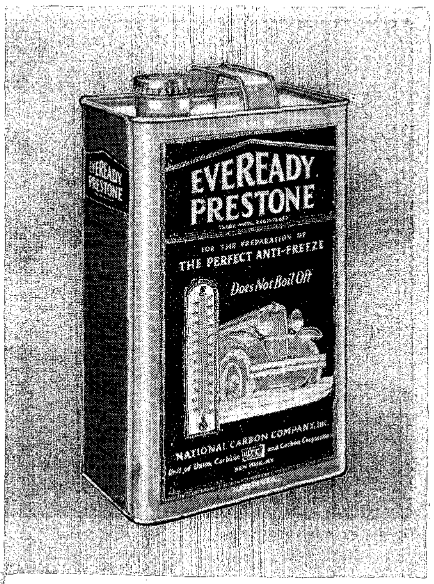
Safest, most economical

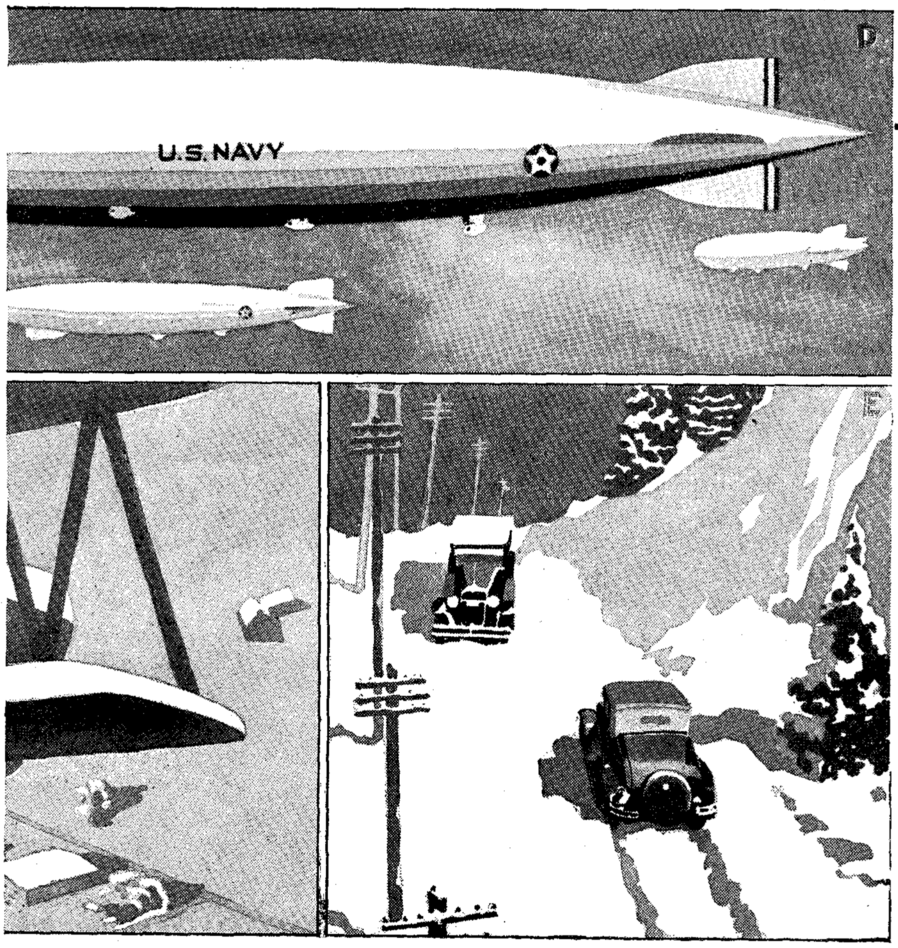
The discovery of Eveready Prestone has given every motorist the opportunity to discard freezing worries. One supply of this perfect anti-freeze will keep his car in complete safety, *all winter,* no matter how soon it is put in the car or how long winter lasts. Its unfailing protection makes it unnecessary to buy Eveready Prestone more than once—a single investment provides certain, harmless, all-season insurance against any possibility of a freeze-up.

Prepare your car

It is time now to have Eveready Prestone in your automobile. Before you add anti-freeze, however, be sure your car is *ready* for winter. Cold-weather driving demands free-flowing, winter-grade lubricants in crankcase, transmission and differential. Battery, spark plugs and ignition cables ought to

<<< EVERYWHERE THAT MOTORS OPERATE IN FREEZING TEMPERATURES YOU WILL FIND THIS PERMANENT, TRUSTWORTHY PROTECTION >>>


EVEREADY PRESTONE
FOR THE PREPARATION OF THE PERFECT ANTI-FREEZE
Does Not Boil Off
NATIONAL CARBON COMPANY, INC.



9 POINTS OF SUPERIORITY

1. Gives complete protection.
2. Does not boil off.
3. Positively will not damage cooling system.
4. Will not heat up a motor.
5. Circulates freely at the lowest operating temperatures.
6. Will not affect paint, varnish or lacquer finishes.
7. Non-inflammable.
8. Odorless.
9. Economical — one filling lasts all winter.

CONTEST BOARD AAA CERTIFIED TEST

Thoroughly tested and 100% approved by the American Automobile Association.

EVEREADY PRESTONE

(TRADE-MARK REG.)

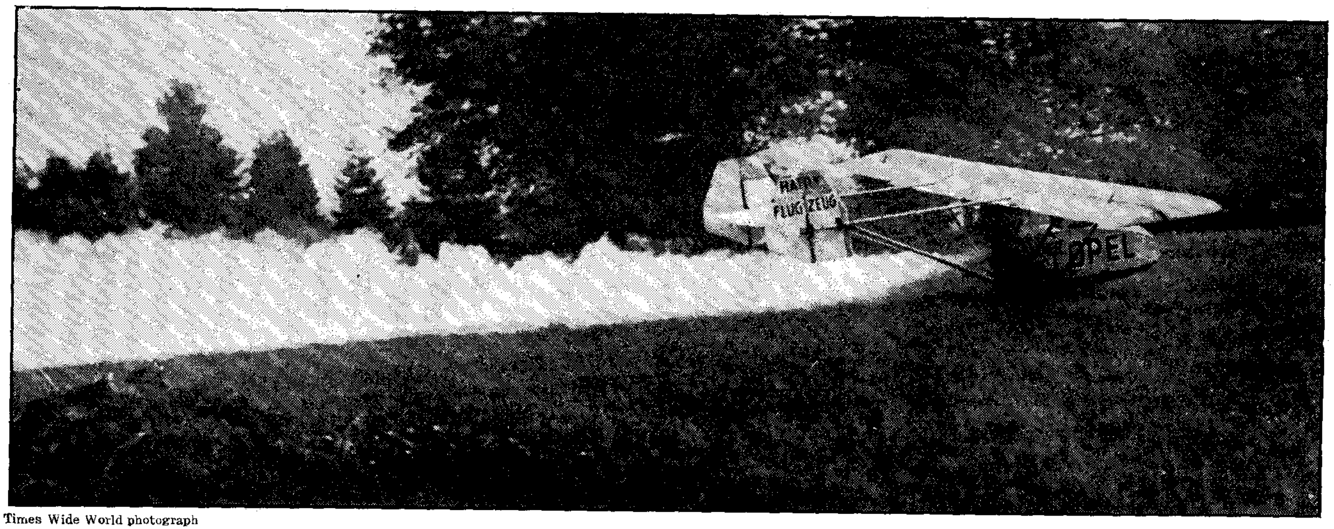
FOR PREPARATION OF THE PERFECT ANTI-FREEZE

be at their best. The all-important cooling system should be in perfect order. Have the radiator and water-jacket *clean* and *tight*—see that all of last summer's collection of scale and rust is flushed out. Vibration and jar tend to loosen joints and hose connections. Make certain that these and all pump parts, gaskets, drain cocks and radiator are absolutely free from leaks. Then add water and one purchase of Eveready Prestone, and your car will be ready for all winter.

Any garage will render this service at small cost

Your car needs this simple preparation and a supply of Eveready Prestone *right now*. Don't put it off until freezing weather forces you to find protection. This perfect anti-freeze is not affected by warm-weather driving. Eveready Prestone is an entirely different anti-freeze that contains no alcohol or glycerine. It is sold in *pure, undiluted* form, and because of its efficient protective qualities one to two gallons, depending on radiator capacity and lowest temperature encountered, is enough for most makes of cars. *You can buy Eveready Prestone at any garage, filling station, automotive supply store, or hardware store. See about it today.*

NATIONAL CARBON COMPANY, INC.
General Offices: New York, N. Y.
Branches: Chicago Kansas City New York
San Francisco
Unit of Union Carbide UCC *and Carbon Corporation*



Times Wide World photograph

THE HISTORY OF AVIATION TAKES A NEW TURN: FRITZ VON OPEL'S "DEVIL CAR"

Fritz von Opel, heir to the great Opel automobile works, makes a test flight of his rocket plane, in which he recently flew 1¼ miles in 75 seconds.

(*Continued from page 37*)

comfortable leather-upholstered seats, and has special non-resonant gears as well as noise-deadeners on the wheels. It is of light weight, and its four electric motors, of thirty-five horse-power capacity each, are built for low-wheel service, making possible wide and easy entrance and exit doors.

"The 'trolley-chauffeur' has his choice of any operating speed, so that the system gives him the utmost flexibility of control."

THROUGH SPACE BY ROCKET

VOYAGES THROUGH SPACE, from the earth to the moon, or to other planets, are forecast by the recent successful demonstration in Frankfort of a rocket-propelled airplane, says Science Service's *Daily Science News Bulletin* (Washington). In May, 1928, Fritz von Opel, German automobile manufacturer, demonstrated his rocket automobile. Now he has built an airplane, propelled by the same means, and shown that it is capable of flight. We read:

"Interesting as the method is, there is little likelihood that it will ever become a serious competitor of combustion engines in terrestrial vehicles or airplanes for us in the lower portions of the atmosphere. The rocket depends for its propulsion on the kick given by the explosions. It uses its fuel, whether gasoline, hydrogen and oxygen, or explosives, very rapidly, but only a small amount of the fuel's total energy is available to furnish the necessary 'kick.' In other words, the rocket has a low efficiency. Where the same fuel can be used to apply energy to the ground, as in the automobile, or to the air, as with the airplane, it is better to use the wheel or propellor to obtain traction.

"In getting through the space between the planets, containing less air than the 'vacuum' of an incandescent lamp, however, the situation is very different. There no air, ground or water is available against which to push, and the rocket is the only known means of propulsion. The kick of an explosion is just as powerful in a vacuum as in the air, for the push is against the gases formed by the explosion. In fact, in a vacuum, the rocket would tend to travel somewhat faster, because of the lack of atmospheric resistance.

"The theoretical investigations upon the practical uses of the rocket were begun by Prof. R. H. Goddard, American physicist at Clark University, Worcester, Massachusetts. Later mathematical studies were made on the same problem by Prof. Max Valljer of Munich, and Albert Mueller. The results of the latter were made available to the Opel company's engineers.

"Some years ago Professor Goddard startled the scientific world by publishing data showing the possibility of a rocket flight to the moon. These researches have been continued by him since then under the auspices of the Smithsonian Institution. His rocket, he figured, could travel at a speed of 6.6 miles a second, nearly 400 miles an hour. This speed would be sufficient to allow it to escape from the earth's gravitational attraction, and to take it to the moon in eleven hours. His idea was that the rocket would not carry a passenger, but would bear a charge of flash powder, to explode upon impact at the moon's surface. This great flash could then be observed through earthly telescopes."

The fact that the rocket airplane was shot through the air for only seventy-five seconds is by no means discouraging, thinks the New York *Times*. At Kitty Hawk, on December 17, 1903, the Wright plane, fitted with a 30-horse-power engine, kept the air for twelve seconds only on the first trial, and on the fourth for fifty-nine, flying through the air half a mile. It will not do to jump to the conclusion that the rocket airplane can not be developed to do great things in aeronautics. *The Times* goes on:

"As Ambassador Schurman says of the rocket principle of propulsion, 'One to-day should not use the word impossible.' With more experimenting, the English Channel may soon be crossed by a rocket-driven plane. Herr von Opel proposes to attempt it.

"The Breslau Society for Aerial Navigation rejects the use of powder. It has found that liquid oxygen mixed with alcohol is not dangerous and is, moreover, cheap by comparison. A motor for the use of this liquid fuel is being constructed."

BRIGHTER SIDE OF MR. RAT—After telling of the new methods of rat-extermination noted in these pages on October 19, Mr. George Lee Dowd, Jr., goes on to say in *The Popular Science Monthly* that there is another and brighter side to the picture. After killing millions of men and devouring or spoiling their stores for centuries, many thousands of rats now sacrifice their lives annually in scientific experiments designed to prolong the life and guard the health of man. He goes on:

"The government testing bureaus use white rats to determine the margin of safety in administering highly poisonous drugs. In the last six years, much of the research work for the prevention and cure of rickets by ultra-violet light had been carried out on rats because of the ease of producing in them characteristically rickety bones.

"The fact that the rat resembles human beings in structure, growth, and bodily processes makes it eminently useful in these investigations. Moreover, its dietary habits also are so like those of man that the animal has become indispensable to the laboratories of food and diet specialists. And because of its unusual intelligence it is further used by psychologists in mental tests of various kinds, to throw new light upon man's intellectual processes and his reactions to environmental conditions.

"Rats have proved particularly useful in the study of heredity, because the laws governing rodent life in this respect are fundamentally the same as those affecting the human family. But whereas it would require the better part of a century to observe four human generations, rats tell the same story in about two years.

"Thus, the rat has become a valuable friend of mankind. And perhaps it will be the irony of rodent fate that this creature, indirectly at least, will develop into the Pied Piper that will lure its plague-carrying kin to their doom. Hundreds of white rats have died in recent laboratory tests to determine the effect of 'ratinin,' a bacterial culture which does not harm human beings but which spreads an epidemic among the long-tailed pests."

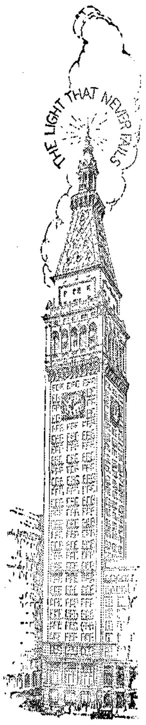
© 1929 M. L. I. CO.

Lucky Babies

LUCKY indeed is the baby who has a mother wise enough to follow the doctor's advice—"Bring the baby to me when he is six months old and let me protect him against diphtheria. That is one disease he need never have."

Last year more than 100,000 children who were not inoculated had diphtheria. About 10,000 of them died—an average of more than one every hour of every day in the year.

Will 10,000 innocents be sacrificed next year because some doctors have failed to warn mothers or because mothers have forgotten their doctors' warning?


THE LIGHT THAT NEVER FAILS

Even when diphtheria is not fatal, it frequently leaves its victims with weakened hearts, damaged kidneys, ear trouble, or other serious after-effects. The majority of deaths from diphtheria are of little children less than five years old. If your child, so far unprotected, has not been stricken by this arch-enemy of childhood, your good fortune is a matter of luck—not precaution. If he is more than six months old, take him to your doctor without delay and have him inoculated.

Diphtheria can be prevented by simple, painless inoculation which is lasting in its effect. Call up your doctor now and make an appointment.

Prevention of diphtheria through inoculation with toxin-antitoxin should not be confused with *treatment* of the disease by means of anti-toxin. The latter is a cure—the former prevents.

This disease has practically disappeared in many cities where the people have backed their health authorities in preventing diphtheria by inoculation with toxin-antitoxin. But diphtheria finds its victims wherever people have been misled by false reports as to the alleged danger of inoculation or have not learned to seek the protection which inoculation gives.

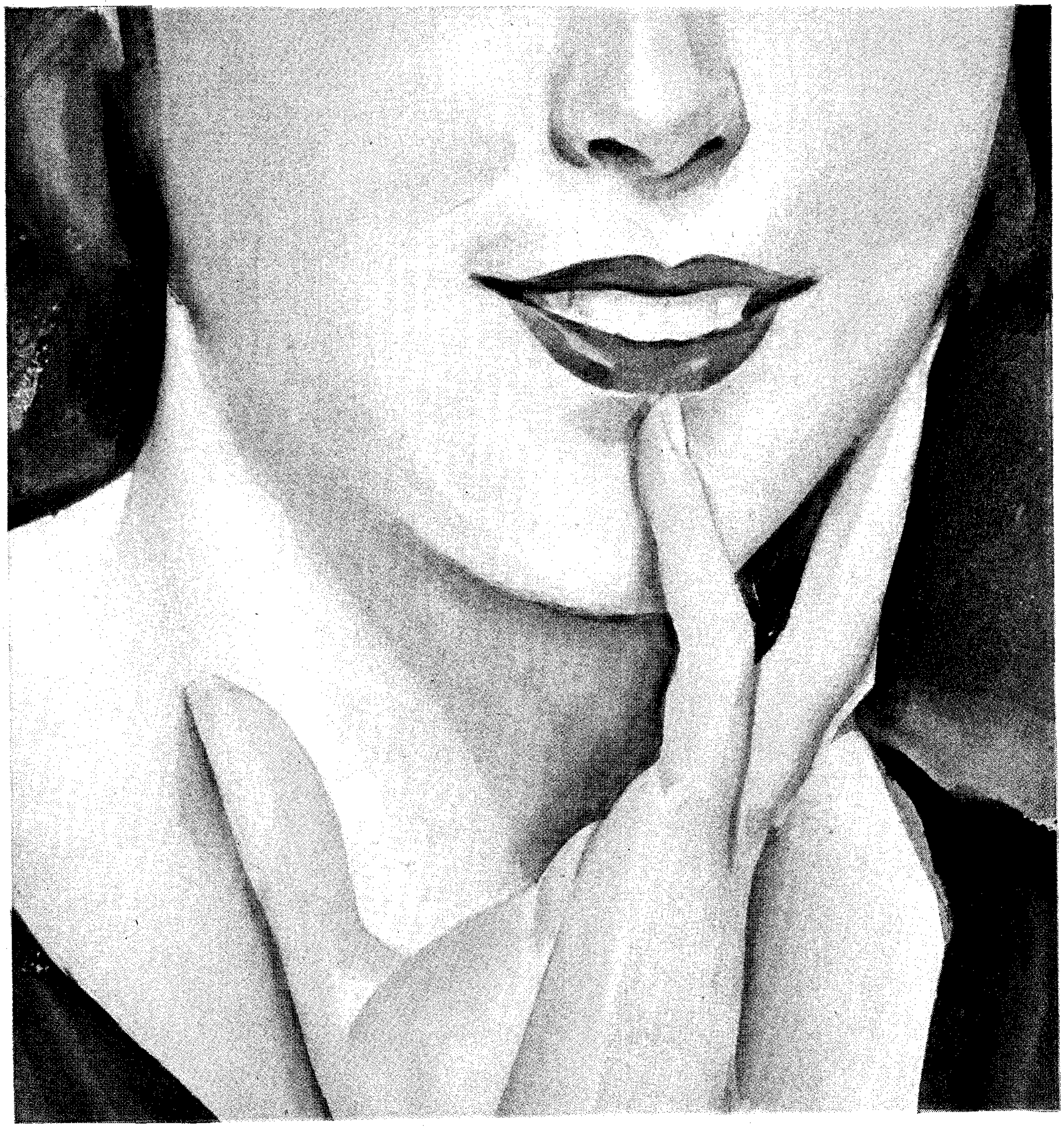
The Metropolitan Life Insurance Company will gladly cooperate through its local managers, agents and nurses, with State or city authorities to stamp out diphtheria. Detailed reports showing how various cities organized their successful campaigns for "No More Diphtheria" will be mailed free of charge. Ask for Booklet 119-L.

METROPOLITAN LIFE INSURANCE COMPANY

FREDERICK H. ECKER, PRESIDENT ONE MADISON AVE., NEW YORK, N. Y.

DRURY COLLEGE LIBRARY
Springfield, Missouri

It may *not* save your money . . .



DRURY COLLEGE LIBRARY
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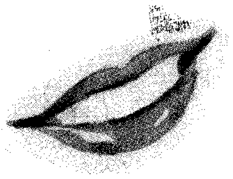


but it may save your *teeth*

FORHAN'S has always been made with the feeling that people are far more anxious to have a good dentifrice than a cheap one.

In fact, the origin of this dentifrice was a preparation devised by R. J. Forhan, D.D.S., and employed by dentists for years as a help in the successful treatment of pyorrhea.

But the dentists who used Dr. Forhan's preparation realized that patients could not visit them daily, and in many cases daily cooperation was required.

So the question was raised, "Why not extend the benefits of this preparation to the home? How can it be made a part of the patient's daily hygiene?"

Dr. Forhan was finally successful in combining his widely known ethical preparation with tested and scientific ingredients for cleaning teeth—and the product soon became known as *the dentists' dentifrice*. Forhan's cleans teeth and cleans them thoroughly. But it is also beneficial to the gums. Because of its constituents, and the brisk massage with which it is applied in daily brushing, it firms up the gums and helps keep them in the glow of health.

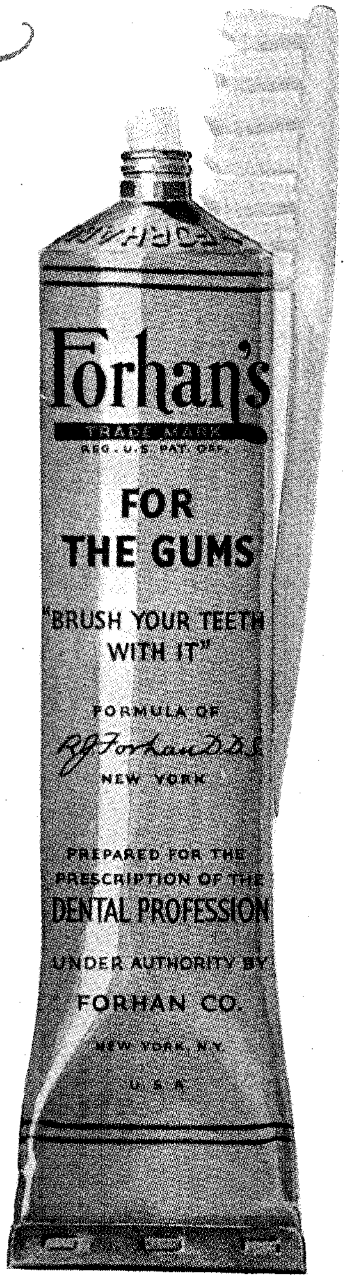
Even in the healthiest mouth, the use of Forhan's is important—for it is always better to prevent disease from getting a start than to treat it afterwards.

The safe—wise thing to do, is to adopt Forhan's now as your dentifrice. It will help you keep the mouth of youth, well into middle age.

Forhan's comes in two sizes, 35¢ and 60¢—just a few cents more and well worth it. Forhan Company, New York.

Any mouth may have Pyorrhea and at forty the odds are

4 *out of* 5


FORHAN'S
Forhan's
TRADE MARK
REG. U.S. PAT. OFF.
FOR THE GUMS
"BRUSH YOUR TEETH WITH IT"
FORMULA OF
R.J. Forhan D.D.S.
NEW YORK
PREPARED FOR THE PRESCRIPTION OF THE
DENTAL PROFESSION
UNDER AUTHORITY BY
FORHAN CO.
NEW YORK, N.Y.
U.S.A.

Forhan's

Your teeth are only as healthy as your gums

Ready for Winter *while you wait!*

No special servicing needed when you protect your car with Denatured Alcohol

WINTER'S on the way! Stalking down out of the North! Bringing sudden cold snaps . . . freezing temperatures . . . sweeping snows . . .

And with them . . . the danger of frozen motors, damaged radiators, cracked cylinders! But don't worry!

At the nearest garage or filling station there is complete protection waiting. Just tell the attendant you want Denatured Alcohol.

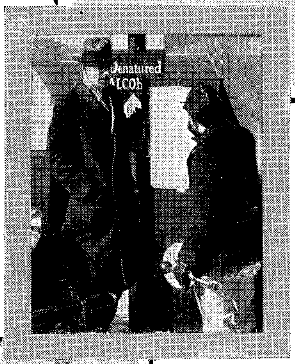
He'll consult a handy chart. Find out instantly what your car needs. Fill the radiator with the proper solution. Test it . . . to show you how fully you are protected . . . And you drive away!

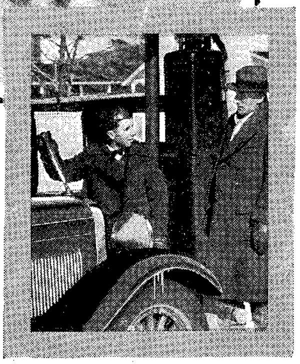
No fuss! No bother! No needless overhauling . . . *and no extra service fees!*

More important, even . . . No danger of rotted rubber . . . corroded metal . . . clogged radiators!

Remember . . . Denatured Alcohol is the only freeze-preventative universally endorsed by *both* motor-car and radiator manufacturers! At the first sign of cold weather . . . put in Denatured Alcohol.

The Industrial Alcohol Institute, Inc.,
Graybar Building, New York City.





LET IT SNOW! Sudden storms needn't cause worry. A protection chart (left) tells your service man how much Denatured Alcohol your car needs. And by checking with the Alco-Tester (right) he knows how much you are protected.

Denatured
ALCOHOL

SEE HOW SIMPLE IT IS! This is all there is to it! Just pour in Denatured Alcohol! No overhauling, no tightening up.

SIX INDISPUTABLE FACTS

You've heard a lot about anti-freezes. Here are the real facts in the case . . . the indisputable reasons why more motorists use Denatured Alcohol than all other anti-freezes combined.

1 **An entire season's supply of Denatured Alcohol usually costs less than half as much as one filling of some preparations.**

2 **Denatured Alcohol is harmless to radiators, engines and electrical systems. It will not corrode metal parts and does not cause leaks.**

3 **No special servicing is required to make your car ready for winter. Just put Denatured Alcohol in your radiator as it is.**

4 **Every car manufacturer approves Denatured Alcohol. The firm that made your radiator is also emphatic in its endorsement.**

5 **If your protective solution is lost through accident or carelessness, the cost of replacement with Denatured Alcohol is one-sixth that of replacement with some preparations.**

6 **You can get Denatured Alcohol anywhere, anytime. Buy it when you need it, wherever you are.**

Save time and money with

DENATURED ALCOHOL

PERSONAL • GLIMPSES

KITCHEN MAIDS WHO HAVE LEARNED TO RULE STATES

GREAT THINGS WERE AFOOT in fabled old Bokhara. Three thousand women were gathered together in a noisy assembly. Shouting and stamping, in excess of spirits generated by the special occasion, they could not keep quiet long enough to listen to the speakers from Moscow. They "tore their veils from their faces and threw them toward the platform." They tore at the veils of those who passed by. But they had an example for such rambunctiousness. Even the speakers on the platform seized veils, tore them to shreds, shouting, "Long live women's freedom!" Outside into the streets the women poured in torchlight processions, burning veils. The frenzy was not played out with a single demonstration. It continued the next day, the next, and the next when "piles of veils were heaped as offerings in front of the speakers in the automobiles before government headquarters."

It was the great unveiling of women in Bokhara, the "highest citadel of Islam in Central Asia," Anna Louise Strong tells us, quoting from an eye-witness, in "Red Star in Samarkand" (Coward-McCann). The book is a study of Russian Soviet accomplishments in Tashkent, Bokhara, and Samarkand. The unveiling—which, despite the violence it involved, had official sanction and encouragement—began on March 7, 1928, International Women's Day, after long preparation and propaganda. But the event was not unattended by tragedy, brought on by those who opposed it, we learn from the narrative:

On the tenth of March, when excitement was at a climax, an unveiled woman was murdered by her husband and husband's brother. Such murders had happened before, unpunished. But now the women were aroused; it was easy for the Women's Section to organize demonstrations, demanding that the murderers be executed. There followed a "demonstration trial" as it is known in the Soviet Union, a trial with large public attendance in which "an example" is made. Amid much commotion and demonstrations and resolutions, the murderers were condemned to death and executed. From that time women have walked unveiled in holiest Bokhara. I saw them often in the streets. They are not bold; they draw their shawls a little across their faces as they pass among men. But the hideous black paranja no longer shuts them from the world.

Some dramatic emotion like this seems needed to overthrow ancient custom in Central Asia. Outside Bokhara the movement has gone more slowly. There are cities where three hundred women unveiled, but where, as propaganda relaxes, they return to veils once more. Campaigns on behalf of the veil are waged by the Mohammedan clergy, which have succeeded in imposing the paranja on hitherto unveiled nomad women. There is a satirical verse sung by young Uzbegs:

"On the seventh of March I tore off my veil,
But before I reached home
I bought three new paranjas
To veil my self more darkly."

Many women, as the song indicates, find it easy to claim freedom in a mass meeting and hard to face their husbands.

But in spite of such setbacks and psychological barriers, the achievements of those who are at work organizing women for participation in public affairs point to the future. Women are even attaining to presidencies of local Soviets. One of these is Makul-Oi, an Uzbeg woman of forty-eight, of whom Dr. Strong tells us:

At her age the average Uzbeg woman has attained old age and the rule of her daughters-in-law, sitting enthroned by the warm stove, entrenched, sipping tea, bargaining for a rich *kalym* in return for her marriageable daughters. Thus might Makul-Oi have lived had not a women's agitator visited her village three years ago, to hold a meeting.

One deathless phrase Makul-Oi remembered from the speaker, the words of Lenin about women: "Every kitchen maid must learn to rule the State." A marvelously strange gospel, from an almost legendary teacher of the far northwest in Russia. Surely he was a great prophet, for behold his followers rule after him. In the heart of Makul-Oi the message gleamed like a jewel, gazed at often and considered. Tho a woman of forty-eight, she went to school and slowly the alphabet yielded to her its mysteries. Then she unveiled and urged other women to do likewise.

Illustrations from "Red Star in Samarkand" (Coward-McCann, Publishers)

SUPPOSE YOU MET ONE OF THESE CHARMERS ON A DARK NIGHT

Would you flee, or take a chance at trying to peek behind the veil?

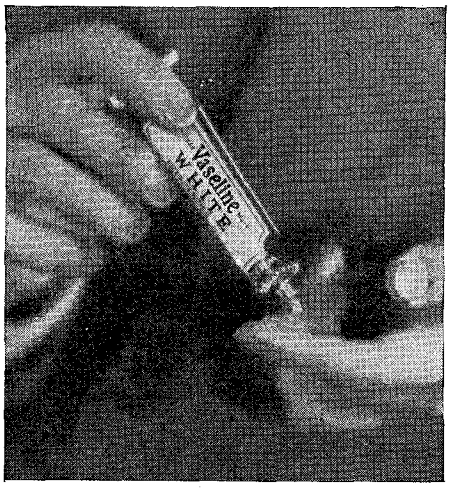
Time went on. Makul-Oi joined the Communist party; she organized a group of women about her, newly unveiled, who could read a little. They elected her a member of the local Soviet, under which came eleven small scattered villages. When the men mocked at the women's demand for public improvements, Makul-Oi led forth her band one morning and began to repair a bridge outside the village. Unveiled, with faces red from unaccustomed labor, the women toiled silently under the jests of the village men, till the latter were seized with shame and took spades and mattocks to finish the job themselves. Makul-Oi divided both women and men into competing companies, and sent them to repair other small bridges, washed out by the floods. In a few days seven bridges were finished. The local Soviet began to take pride in its own energy; they repaired, under her driving, twelve kilometers of road; they became locally famous. Makul-Oi was made president.

The eleven villages over which Makul-Oi rules "are scattered across fifteen kilometers of country," we read. She "is often seen walking from village to village, since there are no funds to hire horses." Of her other efforts we are told:

She supports herself from her own tiny plot of land, worked by herself and her daughter; she receives not one kopek from all her work in the villages. But under her the land taxes were collected for two months after harvest, a record shown by few localities; subscriptions to the government loan reached five thousand rubles higher than the allotment for her region. All other directions sent from the district government are carried out rapidly.

The beys of the district hate Makul-Oi. They attacked her one night in her house, knocking her to the floor and kicking her in the face and body, until they left her senseless. On another occasion when her only daughter was returning home in the

Lubricate nasal passage to avoid colds



HARDLY anyone is entirely immune to colds, yet a great deal can be done to prevent them, according to scientists, by *lubricating the nasal passages.*

With "Vaseline" Petroleum Jelly it is easy. Just snuff a bit up the nostrils before you go to bed at night. It provides a soothing protective layer in which germs cannot get a hold.

"Vaseline" Jelly is absolutely pure. Many people take it internally for tickling cough or sore throat.

You can buy the jar or tube anywhere. And remember, when you buy, that the trademark Vaseline on the package is your assurance that you are getting the genuine product of the Chesebrough Manufacturing Company, Cons'd.

© Chesebrough Mfg. Co., Cons'd, 1929

Vaseline
REG. U. S. PAT. OFF.
PETROLEUM JELLY

PERSONAL GLIMPSES
Continued

early evening, a former bandit, son of a rich bey, attempted to seize the girl, and she barely escaped, shrieking and in tears to her mother. The dauntless Makul-Oi went straight to the house of the attacker; hardly had she entered when she was felled to the ground, and cruelly beaten. The district court to which she brought the case, dismissed it for lack of corroborating witnesses.

Then at last the simple peasants of her eleven villages, who had seemed to take her labors very casually and slightingly, now showed what they thought of their woman president. With delegations and outraged protests, they carried the matter to the G. P. U., the political police of the Soviet Republic. On their complaints the hooligan ex-bandit was eventually arrested. Makul-Oi had won the devotion of her district; she had shown what heroism and ability and energy may lie in the hidden veiled women of Asia. For Makul-Oi, tho exceptional, is by no means alone in her achievements. There are twenty-one women presidents in the villages of Central Asia. That many kitchen maids who had learned to rule the State.

PICNIC JOYS ARE A NOVELTY IN SAMARKAND

And old-fashioned folks denounce this innocent diversion as irreligious, because the women have taken off their veils to divert themselves with their families and friends.

But a success story such as that of Makul-Oi does not give us a complete picture. It is obvious that her path has been hard, but the paths of others have been harder still, Dr. Strong writes, continuing:

> Hardly a month passes without the news that in some distant village a woman has been murdered, by religious fanatics or the men of her own household, because of her struggle for freedom. May not a man do as he will with his own? To kill a neighbor's woman is punishable, as it is to kill a neighbor's cattle. But a man's own wife belongs to him as his own property.
>
> "At the last vacations," a Tashkent student told me, "our young folks' organization selected from its members those who should go down and agitate in certain villages. We sent one girl to a village not far from the city. Next morning she was returned to us in a peasant cart, cut in small pieces. These words accompanied the body: 'This is your women's freedom!'"
>
> One summer there came to the district Gul Bazar, a woman medical student, giving her vacations to educate other women. The local officials aroused the town against her, and lynched her. Her death was investigated. Thus it was learned that the local officials had murdered nine women who had been agitators for freedom.
>
> Sometimes, when daughters are too energetic in their search for freedom, the whole family assists in the murder. Such was the case of Ulugai, a girl of seventeen, who decided to learn to read. Her husband (for of course she had a husband), her mother and family opposed her by pleading, and later by beatings. Nothing daunted, she ran away to the city and entered a boarding-school, securing a divorce in the Soviet courts. The family decided to capitalize her divorce by selling her again. She consented to see her mother and sister at the house of a city friend. The men of her family seized her. On the way home they murdered her, cut off her head and buried it.

The modernism that sometimes makes trouble at home for the women also supplies them with redress. The radio is popular and "serves as 'little father' to folk in distant villages who do not know to whom to turn for aid in the 'big town,'" To a broadcasting station, we read:

> A village woman sent the following communication; she could not write it herself, but she had begged a traveling representative of the Women's Section of the party to set it down for her:
>
> "Since I unveiled, my husband beats me mercilessly," she said. "Please announce this fact with his name and the name of our village, so that he may be shamed before the neighbors in our village club where we have a loud-speaker." To the woman herself there seemed nothing incongruous in her request, which was promptly complied with. But it is hard to imagine a land modern enough to have loud-speakers, and yet so backward that a husband beats his wife for unveiling.

A LAWYER AND A MYSTERY WRITER TRADE BLOWS

DO *Philo Vance* and *Sherlock Holmes, Charlie Chan* and *Fleming Stone, Hercule Poirot* and *Detective Hanaud* violate the law every time they solve a mystery to the satisfaction of a host of detective-story fans? Would the evidence they amass make them so many laughing-stocks if it were presented in a real court of law? Are detective-story writers naive? Yes, yes, and yes, according to John Barker Waite, Professor of Law at the University of Michigan, scanning the alleged unrealities of detective-story fiction, in collaboration with Miles W. Kimball, in *The Bookman.* On the other hand, is the legal mind "heaven-kissed," "astounding" and "supernal"? It is all that, says S. S. Van Dine in the New York *World* Magazine. Mr. Van Dine, who is really Willard Huntington Wright, the well-known critic, is the creator of *Philo Vance* and author of several celebrated mystery yarns. Perhaps his crispness is partly due to the adjective, "irritating," applied by the professor to Mr. Van Dine's own *Mr. Vance.*

Professor Waite presents the gist of his argument thus:

> The chief reason justice is so much better served in fiction than in reality is that the mythical detective enjoys enormous advantages over actual investigators. The story-book hero can get his man by all manner of devices prohibited in real life—from breaking-and-entering to conniving with United States postal officials to rob the mails. Detective novels are few in which the protagonist does not accomplish some brilliant stroke in flagrant violation of the law. Furthermore, when it comes to trying the prisoner on the strength of the evidence the usual detective collects to support his brilliant hypotheses, what looks so invulnerable in print would make him a laughing-stock if introduced in an actual court of justice.

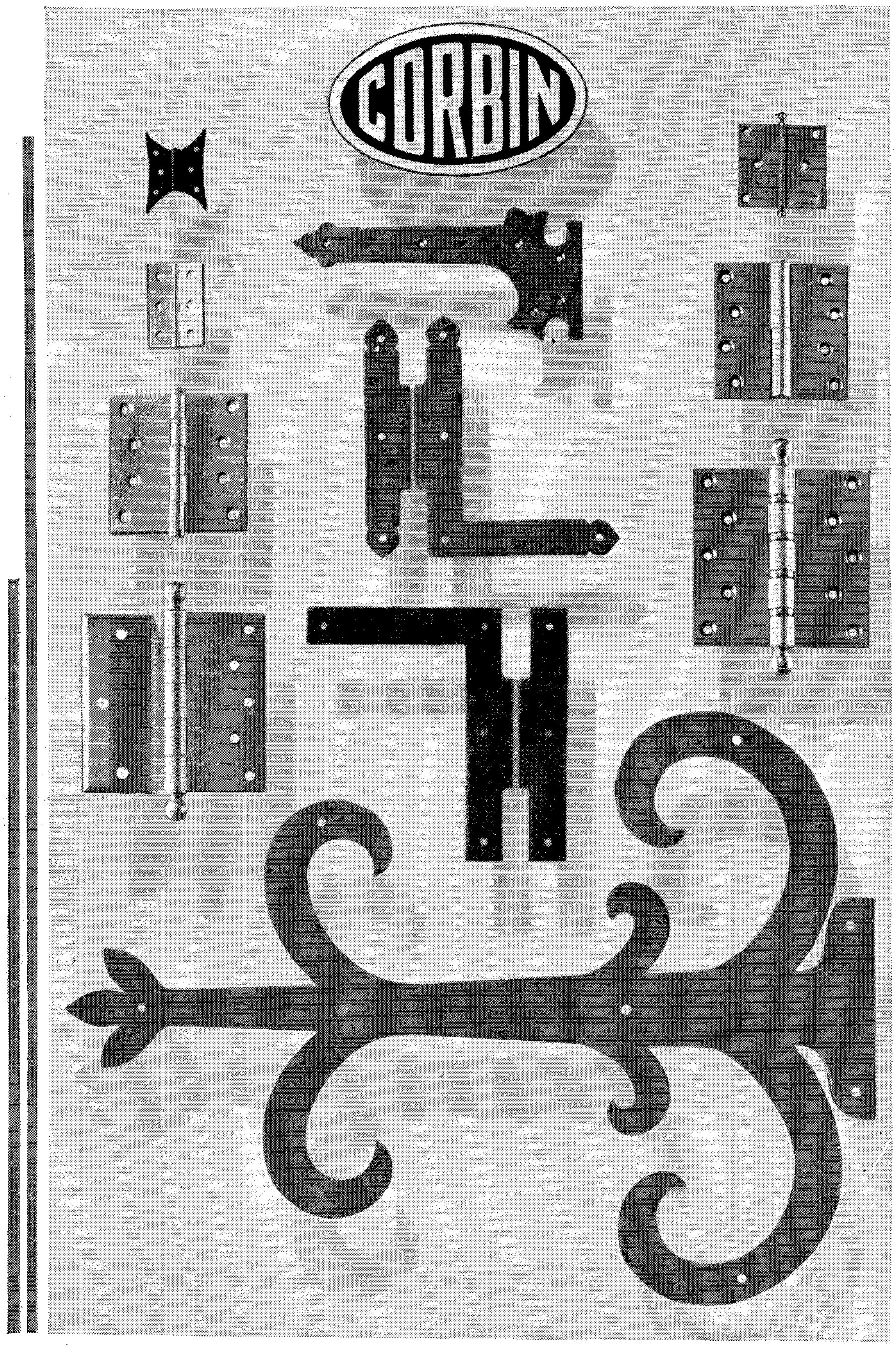
And thus Mr. Van Dine summarizes his reply:

> QUESTION: Do real detectives have the privileges of detectives in fiction?
>
> ANSWER: And how! *Et comment! Und wie!*

The professor of law expands his theme by citing numerous uses of illegal methods of detection in popular thrillers:

> In "The Room with the Tassels," Carolyn Wells states that her suspect was arrested "and received his just deserts." If by this statement Miss Wells means to imply that *John Tracy* was convicted of murder, she is somewhat in error. There is no evidence presented that *Tracy* committed the murders. True, he might have done so, but it is ridiculous to suppose that he was guilty merely because no other person was proved guilty.
>
> The confession of *Rudolph Braye* that he hired *Tracy* to commit the crime would be excluded from any Anglo-American court as unreliable, hearsay evidence. This is not a mere legal technicality operating to the defeat of justice: the point is that the detectives' plausible theories of guilt are in no way facts proving guilt. No actual court will convict a defendant solely on another man's guesses.
>
> The real trial of the Reverend Mr.

Good Buildings Deserve Good Hardware



Hinges . . Hinges . . Hinges . . Hinges

Big and little Hinges. Brass, Bronze and Iron Hinges. All Good—All Corbin

SOME DAY you're going to start that new home of yours. There will be many, many doors. Front doors and back doors—heavy doors and light ones, some used every hour of the day—some seldom opened.

How easily will they swing—how quietly? That all depends on the hardware—on whether it is good hardware or not.

Which is one reason for reading about Corbin hinges right now. There's the Corbin Cast Iron hinge—self-lubricating—never wears out. Corbin Bronze hinges to swing heavy doors easily. Corbin Ball-bearing hinges for doors that must swing with a finger's touch. Butterfly hinges—strap hinges—"H & L" hinges—ball-bearing hinges—cabinet hinges—hinge plates that add a decorative touch to hinge utility—in fact every conceivable kind of a hinge and hinge plate—all Good Hardware by Corbin.

So if you remember just one word—"Corbin"—it will help to make that new home comfortable—those many doors easy to open and close now and in the years to come.

Surely you appreciate the importance of hinges? Then you'll want complete details—which we'll gladly send. Write Dept. L-11 and just say "Hinges".

P. & F. CORBIN
SINCE 1849
NEW BRITAIN, CONNECTICUT
The American Hardware Corp., Successors
New York Chicago Philadelphia

THE SAFE Whitener of HARD-TO-WHITEN teeth

If your teeth are hard to whiten, by all means give IODENT No. 2 an immediate trial.

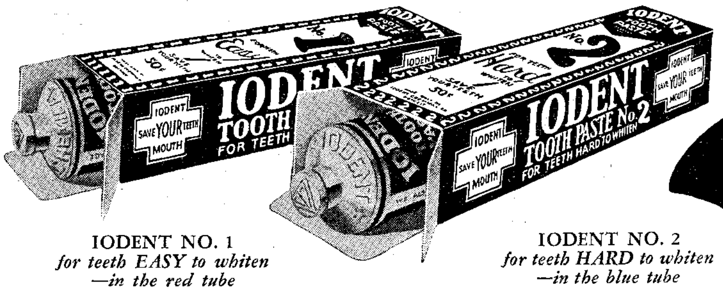
This remarkable tooth paste not only does the job, but does it quickly and *safely*—and at every brushing stimulates the gum tissues with calcium and potassium iodides in easily soluble form. There is no finer gum tonic than IODENT. Nor is there a safer or more effective eraser of *Stubborn Stains.*

Without grit, without bleaches, without astringents or abrasives, IODENT No. 2 whitens teeth because its texture is right—because in short, it holds an effective body in the mouth, goes efficiently to work and clings 'til it cleans every tiny tooth surface.

If your teeth are easy to whiten, use IODENT No. 1. IODENT is the *only* tooth paste made in these two textures for the two recognized classes of teeth.

IODENT CHEMICAL COMPANY ↘ IODENT BUILDING ↘ DETROIT

IODENT NO. 2



IODENT NO. 1
for teeth EASY to whiten
—in the red tube

IODENT NO. 2
for teeth HARD to whiten
—in the blue tube

PERSONAL GLIMPSES
Continued

Avery for the murder of Sarah Cornell [An actual case, related by Edmund Pearson in "Murder at Smutty Nose."] instances what actually happens in such cases. Avery had reason to desire Sarah's death. She had left in her bag a note suggesting that "if she should be missing," he could explain it. And the killing was under such circumstances that he could have committed it. Avery insisted that he was miles away from the scene at the time of the crime, but he had not a single witness to corroborate him. The State, on the other hand, asserted as positively that Avery was present, and that his alibi was wholly fictive. Like Avery, the State had no witnesses to prove his presence. Altho the general public was convinced of Avery's guilt, the jury, hearing no affirmative proof of guilt, was constrained to bring in a verdict of acquittal.

In "The Greene Murder Case," therefore, Mr. Van Dine's thoughtfulness in allowing *Ada* to commit suicide saved the District Attorney considerable embarrassment. *Ada* could not possibly have been convicted on the irritating *Mr. Vance's* belief in her guilt. An acquittal would have been inevitable, much to the chagrin of the doughty sergeant and the harassed District Attorney.

Perhaps the known facts in that case—which, as known facts, were surprizingly few—were consistent with *Ada's* guilt. She *might* have concocted all the improbabilities of which *Vance* accused her, but it is incredible that an American jury would have *believed* that she did. Further, all the known facts consistent with *Ada's* guilt point with equal logic to *Sibella's* guilt. *Vance's* theories are wholly *a priori.*

The charming young Assistant District Attorney in Earl Derr Biggers's tale, "Behind That Curtain," uses a technique unavailable to officials in the flesh. When *Grace Lane* suddenly disappears and the police are at a loss, *Miss Morrow* casually observes, "*Grace Lane* was an old friend of *Mrs. Tupper-Brock*, which may mean that *Grace Lane* will write to her from wherever she is hiding. I am going to make immediate arrangements with the postal authorities. *Mrs. Tupper-Brock's* mail will reach her through my office from now on." Mr. Biggers naively permits the postal officials to enter into this impossible agreement! Even a mere man, *Hercule Poirot*, in Agatha Christie's "The Mystery of the Blue Train," accomplishes much the same feat.

Another advantage accruing to fictive detectives and denied the actual police is the absence of restriction in securing evidence, Professor Waite tells us, proceeding to cases, or rather, a case:

> This, however, does not necessarily redound to the discredit of the authors of such stories, since in many cases the heroes are amateur rather than official investigators. A legal limitation which in a score of American jurisdictions restricts the activity of detectives in government employ does not hamper those who are not so employed. Hence, if the investigator in the story is, like *Sherlock Holmes*, or *Philo Vance*, or *Charlie Chan* (acting unofficially and out of his jurisdiction), a mere private citizen, he may legitimately do much that would be futile as well as

illegal if attempted by a government operative.

Because this limitation exists in some States and not in others, a detective story may be basically inaccurate if laid in one setting, while quite real if the action transpires in a different State, or in England, where police-detectives have much greater freedom in the methods by which they may obtain evidence. For instance, H. C. Bailey's short tale of "The Little House" would have been fantastic had the locale been Chicago or Detroit instead of London. It will be remembered that in this yarn a neighbor's denial that a kitten had entered her premises struck amateur detective, *Reggie Fortune*, as being so peculiar that he and a police officer disguised themselves as water inspectors, and searched the neighbor's house. The criminal evidence they found during this visit could never have been introduced in most American courts, and there is some reason to believe that even in England this visit of the "inspectors" would have been held actually unlawful.

All of this reminds Mr. Van Dine of a recent rather surprizing denial of guilt in the West:

> Recently in California a plea was admitted as legal before the courts of that State to this effect: "I wasn't present at the scene of the crime when the man was shot; or, if I was present, I didn't shoot him; or, if I did shoot him, I was insane."
>
> Professor Waite's chief objection to the fictional sleuth is that he makes use of devices and resorts to means for obtaining evidence that are not legally permitted the detective in real life—such, for instance, as entering houses without search warrants and reading other people's letters!
>
> And yet, if Professor Waite would take the trouble to read the actual history of the manner in which several American criminals were run to earth, he would learn that the detectives used practically this same device.
>
> Professor Waite appears to think that when the culprit in a book has been landed by evidence conclusive enough for any mind save that of a lawyer, and has been turned over to the police, the author assumes that the guilty man will be convicted in a court of law. No intelligent author assumes any such thing. An author's duty is done when he has found the guilty man and convinced his readers of the fact. The author is wholly unconcerned with the gyrations of legal lights who later wrangle over the guilty man's technical status in court.
>
> To the benighted lay mind evidence is evidence—just as pigs is pigs. But to the astounding and supernal legal mind, evidence is only evidence under certain definite conditions. What these conditions are only the astounding, supernal legal mind has time to figure out. And if these astounding, supernal legal minds can not figure it out to their satisfaction, they will take it to the Court of Appeals. And if the Court of Appeals can't agree on this moot point, the question will then be taken—at the defendant's expense—to the Supreme Court of the State. And if these Lamas are unable to decide whether or not evidence is evidence, the matter can then be placed before the Supreme Court of the United States—also at the defendant's expense.
>
> By this time, of course, the defendant is in debt to all his friends and relatives; he has had to borrow the limit on his life insurance; his wife and children are in the poorhouse, and he is 108 years old.

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Make this survival of the fit test

Though Tek's snow white bristles and modern pastel handles will "sell you on sight," don't throw away your old brush. Wait until you have felt for yourself how easily Tek cleans because it fits. Wait until you have experienced the stimulation of Tek's springy bristles as they exercise health into your gums automatically with each brushing stroke.

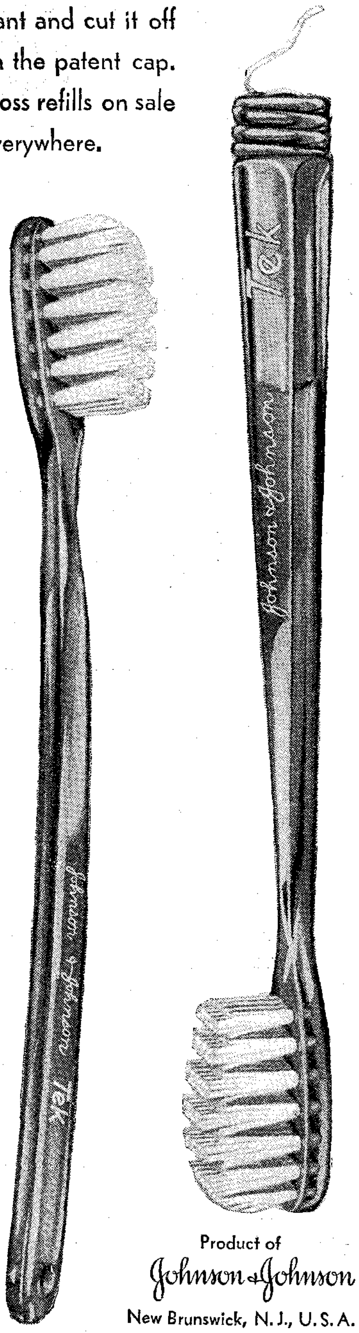
Then go back to your old brush. One minute with it will be enough. Tek, the brush that fits, will win. For the children, Tek Jr. Product of Johnson & Johnson, world's largest manufacturers of dental and surgical dressings.

Tek

The Modern Tooth Brush

Once a day floss your teeth... twice a day brush them.

As a convenient reminder to use dental floss once a day in cleaning between the teeth, one Tek model has two months' supply of floss in its handle. Simply pull out what you want and cut it off on the patent cap. Floss refills on sale everywhere.



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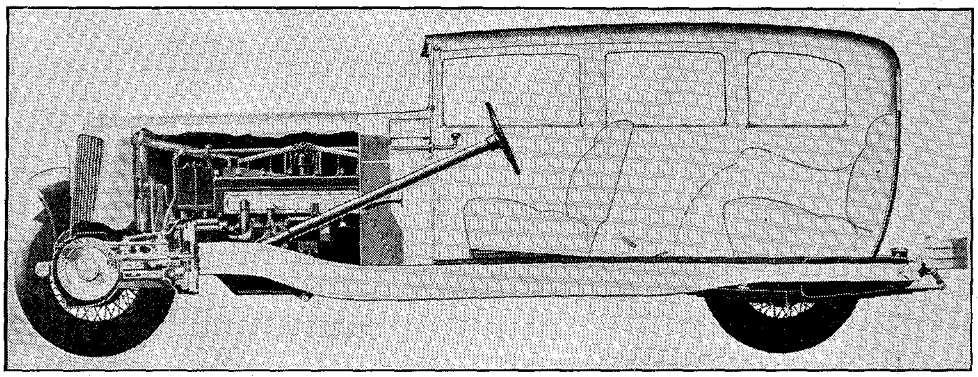
Johnson & Johnson
New Brunswick, N. J., U. S. A.

MOTORING AND AVIATION

PUTTING THE AUTOMOBILE'S HORSE BEFORE THE CART

THE CART-BEFORE-THE-HORSE principle of automobile power application, which has been employed for years, now has a competitor—the horse-before-the-cart idea. The front drive car, that is, has appeared. It is an automobile whose power is applied at the front axle, and is thus pulled. It differs from other cars in that they are pushed by power applied at the rear axle. One of the new front drives is the Cord, manufactured by the Auburn Company, and named for its President. There have also been extensive reports of another front drive, the Ruxton.

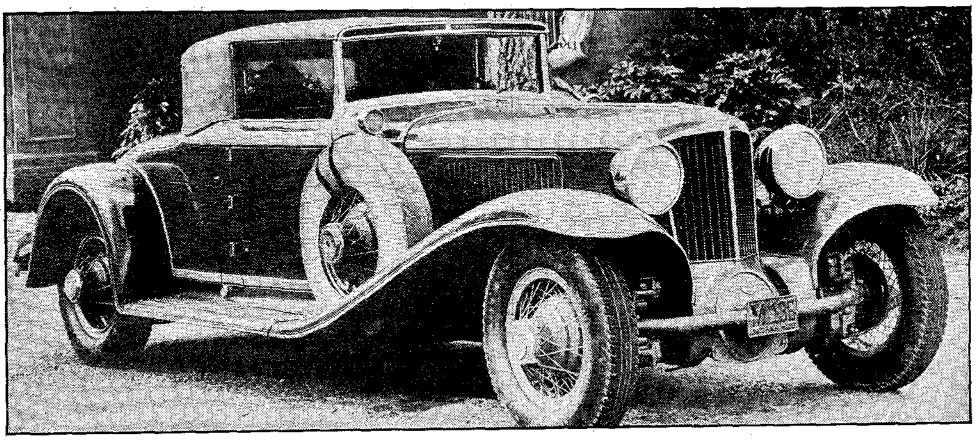


THE INSIDE AND OUTSIDE OF THE NEW CORD CAR ARE VISIBLE HERE

Hence this is called a "fantom" view. It shows the straight chassis frame and unit power plant, which makes the front drive possible, and also the seating accommodation.

The principle of front-drive propulsion is not new, we read in the New York *Sun*. It goes back to the ox-cart and the chariot. The locomotive has always used it, and the airplane uses nothing else. Experiments were made as early as 1912. Describing one of the Cord front drives, a *Sun* writer says:

> To the man in the street or in a rear-wheel-drive car, the most noticeable features of the Cord are the closeness with which it hugs the ground, the lowness of the bodies—you can stand alongside any of them and look over the top—the long hood, which is an important factor in the car's fleet and powerful appearance; the front fenders, the longest used on any production car, and the turning radius of twenty-one feet, which is three feet less than that of the average car of 130-inch wheelbase.
>
> From a mechanical and engineering view-point, the front axle and method of drive are the features of chief interest.
>
> The Cord both drives and steers through the front wheels, with the entire operating mechanism concentrated in front of the dash. In this car the engine, transmission, drive shaft, differential and driving axle all become a single unit of power.
>
> As a car that "pulls" instead of "pushes," the Cord has the power applied near its source, thereby, it is claimed, providing increased safety in operation, better roadability, greater comfort in driving and riding, and marked economy in operation and upkeep.
>
> To sum up the general effect, the Cord car takes the conventional automobile design of the day and stretches it out, widens it a bit and lowers it more than half a foot. Cord gives it a pointed radiator shell tapering down and inward, with a circular bulge where the differential comes, and with a front axle brought forward for clearance. Cord gives it long, stream-lined fenders and short running-boards three inches below the body sill; dresses it with swept moldings, tasteful hardware, effective lamps and other equipment, and gives it a wide, compact and low rear, like nothing else on the road.
>
> Having done all that to the outside of the car, the new design achieves an interior with the conventional headroom of thirty-eight inches and more width, depth of seat and leg room than are found in almost any car. Tread widths of fifty-eight inches in front and sixty-two inches in the rear are factors in the wide and comfortable seating arrangement. The back seat, comfortably seating three, is on the same level as the front seat, where three people may also be seated without interfering with the operation of the car, since the floor of the driving compartment is free of controls. In fact, the front seat, which is adjustable, has a width four inches greater than that of the average car of the same wheelbase.
>
> The controls differ from those of the conventional car, principally in the location and operation of the gear shift. This is a shaft coming through the instrument board. The steering column is adjustable, and the control instruments, all of the rotating dial type, are grouped on a three-part panel. Other features that catch the eye are two windshield wipers, two cowl ventilators, two horns mounted on the body alongside the cowl, and wire wheels, which are standard.



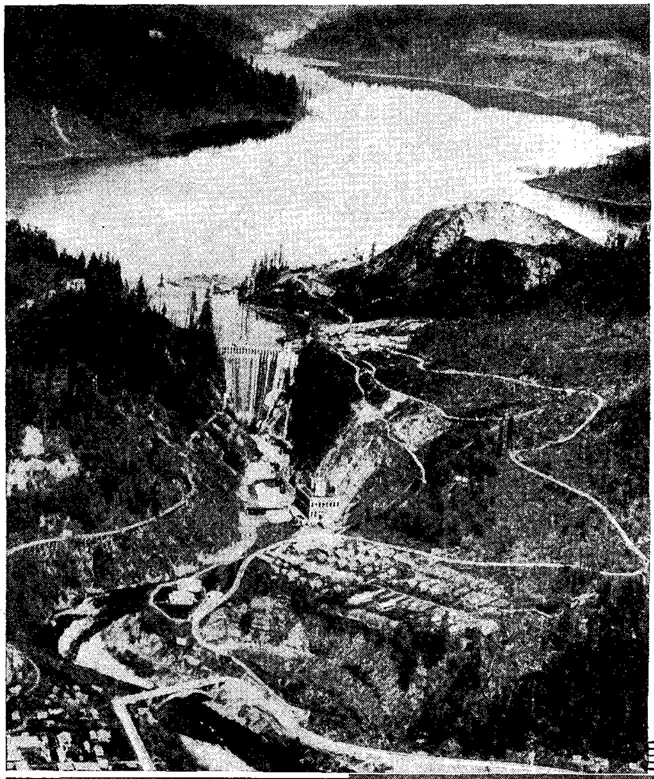
"SWING LOW SWEET CHARIOT": A FRONT-DRIVE CORD CABRIOLET

Skimming close to the road, it has a wheelbase of 137½ inches, "yet the turning radius is only 21 feet."

The difficulty which manufacturers have met with has been "to design a universal joint which would permit the transmission of power to the front wheels and at the same time permit these wheels to be steered at a sharp angle," the Auburn Company says in an explanatory statement, which adds that "perfection of such a universal joint by Auburn engineers has completely overcome this, and the Cord front wheels can angle at forty-two degrees, while in motion." Of course one would expect the manufacturers to be optimistic, and it will be interesting to see what the rear-drive authorities, not to mention the road fans, have to say about the following array of detailed advantages which are listed for the new Cord by its makers:

1. Through the "pulling" traction, front drive makes possible:
   a. Easier steering.
   b. Reduced strain on chassis frame.
   c. Reduced thrust on front wheel bearings.
   d. Reduced skidding likelihood.

... WHEN THE CHIEF'S ALOFT!



Aerial view of Concrete, on Baker River, Washington. . . . In a Ford tri-motored, all-metal plane, you can put a vast field of varied operations either into the perspective of a small relief map or a large close-up. The earth may be studied leisurely and safely from an elevation of 15,000 feet, or with swift comprehensiveness at 150 feet. . . .

THE broader and more diversified the field, the more lofty should be the point of supervision! . . . Telephones, stock-tickers, fast automobiles and railroads, telautographs, and radios are utilized to the utmost to maintain supervision and control. *But nothing gives the high executive so comprehensive and clean-cut a picture of field operations as an airplane.*

The character of a city may be judged accurately from the air by a comprehensive view of its industries, its traffic, its communications, its buildings and suburbs. Entire railroad systems may be inspected in a day from the windows of the conference chamber itself. Extensive dams and other industrial works, taking on proportions of toys, may be studied as critically as perfect scale models. . . .

That is chiefly why such great industrial organizations as Standard Oil of Indiana, Standard Oil of California, Curtis Publishing Company, the Texas Company, and Reid Murdoch Company are using Ford tri-motored, all-metal planes as flying executive offices.

Railroad executives, tax assessors, oil men, lumber operators, prospectors and surveyors . . . all have special use for Ford tri-motored, all-metal planes. Durability, speed, safety and spaciousness for desks, instruments and living accommodations make the Ford plane an ideal flying headquarters. . . .

The air-minded American public has already accepted the Ford tri-motored, all-metal plane as representing the highest standard of commercial air transport. The highly efficient design is the result of continuous study and experiment. . . . Ford tri-motored, all-metal planes are in regular service all over the United States.

FORD MOTOR COMPANY

Visitors are always welcome at the Ford Airport at Detroit

●

Features of Ford Plane

All-metal (corrugated aluminum alloys)—for strength, uniformity of material, durability, economy of maintenance, and structural safety.

Tri-motored (Wright or Pratt & Whitney air-cooled engines, totaling from 900 to 1275 horsepower)—reserve power for safety.

Speed range—55 to 135 m. p. h. Cruising radius, 580-650 miles.

Disposable load—3670 to 5600 lbs.

High wing monoplane (single, stream-lined, cantilever wing)—for strength, speed, inherent stability, visibility, clean design. . . .

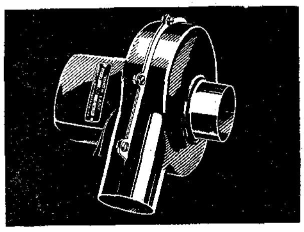
17 *capacity* (including pilot's dual-control cabin)—Buffet, toilet, running-water, electric lights, etc.

Durability—Uniform all-metal construction is insurance against deterioration.

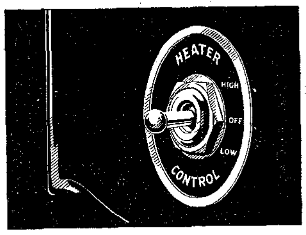
Price, $42,000 *to* $55,000 (standard equipped at Dearborn)—Exceptionally low because of multiple-unit on-line production methods.

Interior view of one of our customer's planes . . . as clean and stable as a yacht . . . twice as fast as an express train . . . and, when tri-motored, equally as safe.

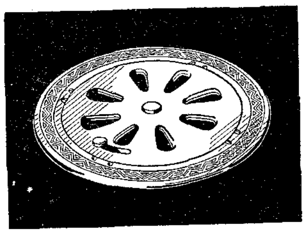
THIS YEAR ... more cars than ever before will be equipped with the world's finest motor car heaters



An electric blower is the "heart" of the re-circulating system; delivers instant heat, regardless of radiator shutters.



The three-way switch controls the speed of the blower, thus regulating the temperature of the car.



The artistic, polished aluminum registers (for front or rear compartments) have independent shutter controls.

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METALCRAFT CORP., LTD.
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Subsidiaries of
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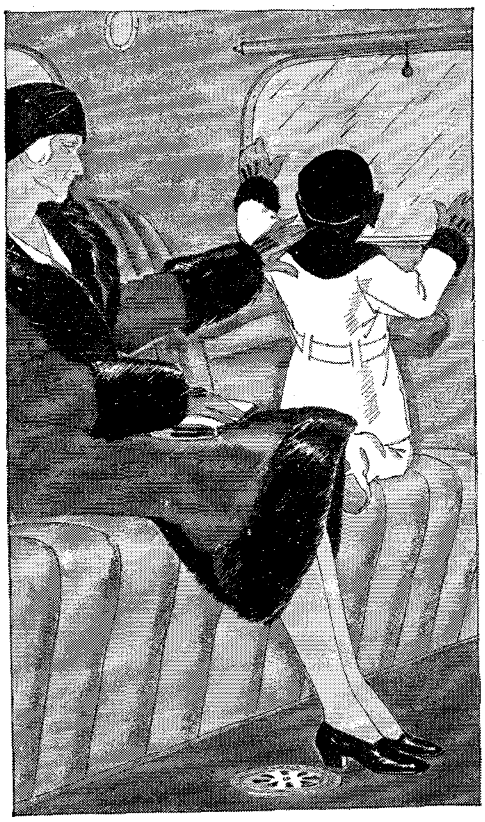
The Metalcraft Heater Corporation, through the acquisition and the improvement of two famous heaters (the Kelch heater and the Bovey heater), now offers a series of custom-built heaters which definitely establish new standards of heating efficiency.

Metalcraft Heaters are designed in co-operation with the same engineers who designed your car (see list below) and offer the following outstanding advantages: *(1) instant heat, regardless of operating conditions or temperature; (2) circulation of clean, warm air by means of an electric blower; (3) control of the volume of heat through a 3-way electric switch on instrument board; (4) front and rear registers of artistic design.* Only Metalcraft Heaters give you *all* these desirable features.

You'll need a heater this winter. Insist on a Metalcraft—the world's finest motor car heater—the heater that is designed especially for your car!

Metalcraft Heaters are now available through the following motor car manufacturers and their authorized distributors: Auburn — Buick — Cadillac — Chrysler — De Soto — Dodge— Franklin—Graham-Paige—La Salle—Marmon—Oldsmobile— Packard—Plymouth—Reo



METALCRAFT
THE WORLD'S FINEST MOTOR CAR HEATERS

MOTORING AND AVIATION
Continued

e. Better tire economy.
f. Reduced "pitching" tendencies.
g. Reduced body strain.
h. Reduced driving strain on springs.
i. Applying of driving force always in the direction of movement.

2. Elimination of heavy, complicated rear axle and rear gears.
3. Elimination of long drive-shaft with its tendency to vibrate at high speeds.
4. Greatly improved roadability.
5. Stronger chassis frame made possible through better bracing. No drive shaft in the way.
6. Freedom in designing of body through the elimination of "elbow" in chassis frame for rear-axle clearance.
7. Lowering of center of gravity through possibility of lowering of body.
8. Reduction of skidding possibilities through more even distribution of weight on all four wheels.
9. Reduction of gear noises and body rumble.
10. Easier accessibility to gears and better lubrication, reducing upkeep costs.
11. Unit power plant.
12. Shorter drive-shaft with reduction of driving speed of shaft.
13. Less unsprung weight; gears, front brake drums and drive-shafts ride on the chassis frame which is on springs.
14. Reduction of wind resistance through body being lower and lines more streamlined.
15. Greater ease and comfort in riding.

WISE-CRACKING TO EUROPE WITH WILLIAMS AND YANCEY

BREAKFAST was all up in the air—8,000 feet up over the Atlantic, to be exact. The two ocean flyers checked their stores and decided what they would have for the meal—a bar of chocolate, coffee, and an orange each, Charles J. V. Murphy tells us in *The Aero Digest.* Aviator Number One jerked his thumb toward a roast chicken from a delicatessen, and wrote on a scrap of paper, since he could not be heard above the motor's roar, "I never had a chicken for breakfast before, and I'd better not start now." Just then the clouds below them parted a little and he had a glimpse of the ocean, so he wrote, "Do you know this is the first time I've ever been out to sea?"

Aviator Number Two stared at him. "Suffering cats," he wrote, "why didn't you tell me that before!"

Next they had reason to regret that they had been forgetful in packing for the trip. They had no shaving supplies. But they did have clean shirts and collars. "Nothing like a clean shirt in the morning," yelled Number One. "Sets you right up."

Aviator Number One, Mr. Murphy tells us, was Roger Q. Williams, and Number Two was Lewis A. Yancey. They were flying the *Pathfinder* from America to Rome. They hoped to make it in one long jump, but had to stop in Spain, it will be recalled, for fuel. Mr. Murphy, in his interview with the two men, presents an unusual picture of ocean flying. Instead of emphasizing the hardships of the flight and its romantic nature, he tells us of the good humor that prevailed and the jests, such as we have already read, that were exchanged. Says the writer, introducing the flyers:

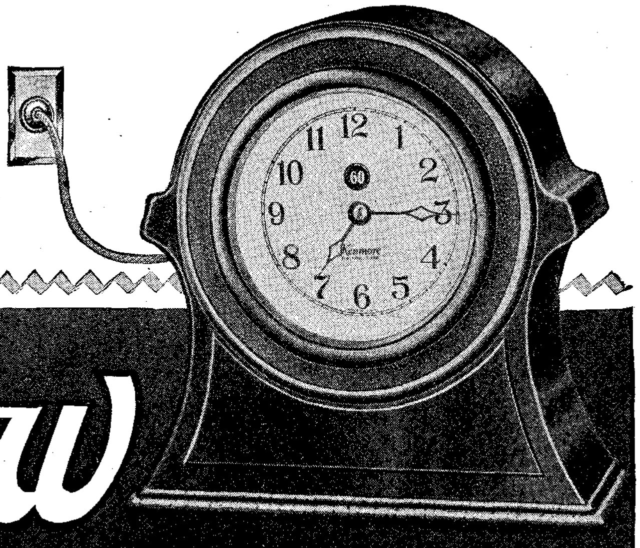
> Of the many weird adventures recounted by transatlantic flyers—tales of fog that tortured the eyes and wearied the mind, tail-spins in the black of night, and utter exhaustion—Roger Q. Williams and Lewis A. Yancey have brought back the strangest story of all. Said these young men:
>
> "We didn't have a single tail-spin."
>
> Said Yancey: "It was infernally dull."
>
> Said Williams: "The quality of the Atlantic, like the quality of mercy, should not be strained. The air has been worse over Staten Island."

The banter began right after the take-off from Old Orchard, and kept up pretty steadily thereafter. For example:

> Williams reaches for the map, and scrawls on it: "We'll have a time flying blind with this load."
>
> Yancey writes back: "Yeh, but what a nice party it would be with 550 gallons." He adds: "Better burn out some of the load first."
>
> Williams tilts the nose slightly, and increases the angle of climb. At 2,000 feet they emerge above the fog, but the clouds are still above them. At 4,000 feet they are above the clouds, which lie, a perfect gray carpet, beneath them. Air speed is eighty-five miles an hour, a fresh southwest wind is nudging the tail. Perfect flying weather.
>
> Yancey writes on the map: "Swell."
>
> They are now flying blind—by instrument only. The solid layer of cloud insulates the ocean. Yancey, realizing they won't be able to sight Point Sable, shifts the course south. Decides to make it an all-water hop. He bends their course 600 miles below the Great Circle.
>
> Williams is burning up the fuel in the wing tanks, and Yancey writes the caution: "Better keep the wing tanks full. If we get into trouble, we'll have gas to fly some place." Williams nods, and begins to pump fuel from the fuselage tanks to the wings.

Darkness comes on. Williams "turns over the controls to Yancey, climbs on the fuel tank, sinks a pillow under his head, rolls himself in a comforter, and goes to sleep." Continuing:

> Two hours pass. It is pitch dark; the moon is in the last quarter, and can not be seen. But Yancey has little difficulty in following his course. The tachometer now shows 1,550 revolutions per minute, and the altimeter 8,000 feet.
>
> It nears midnight. A squeak puzzles him, but he can not locate it. The tachometer cuts out. So that was it! Yancey concentrates on the air speed indicator. And then the earth indicator compass, with a few weird gyrations, goes to pot and joins the tachometer in its droll by-play.
>
> Blind flying becomes a bit too complicated. Yancey reaches up, gathers what little of Williams' retreating hair is available, and yanks vigorously. Williams stifles a yawn, rubs his eyes, and moans: "What the hell! G'wan and fly it yourself." But he takes over the controls.
>
> "Do you think," Yancey writes, "I can crawl back to the tank?" Williams nods.
>
> Yancey crawls back, flashlight in hand, and removes the cover of the generator



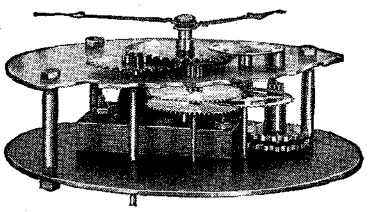
Now correct time from your light socket

NOW you can have absolutely correct electric time in your home, with all its advantages, its convenience, its accuracy, for as little as $7.95.

Every light outlet in your home is now carrying absolutely correct Observatory time, sent you free by your electric company. All you need to utilize this new service is one of the many models of Kenmore Electric Clocks. Simply plug it into the light socket, like your radio or toaster. You never have to wind it or bother about it; your electric company keeps it regulated to absolutely correct official time.

Kenmore Electric Clocks have no springs, pendulums or other clock mechanism. They do not even "tick". Dealers the country over are displaying Kenmore models for the home or office. Go see them. Or, if you desire we will send you free a beautifully illustrated booklet showing all models in full colors. Simply write THE KODEL ELECTRIC & MANUFACTURING COMPANY, 517 E. Pearl Street, CINCINNATI, OHIO.

for as little as $7.95



The Kenmore cycle motor operates in absolute synchronism with the alternations of the electric current coming over the light wires in your home. Your electric light company automatically regulates and synchronizes these alternations with Official Observatory time, received hourly by radio. Thus the Kenmore clock is kept absolutely accurate at all times.

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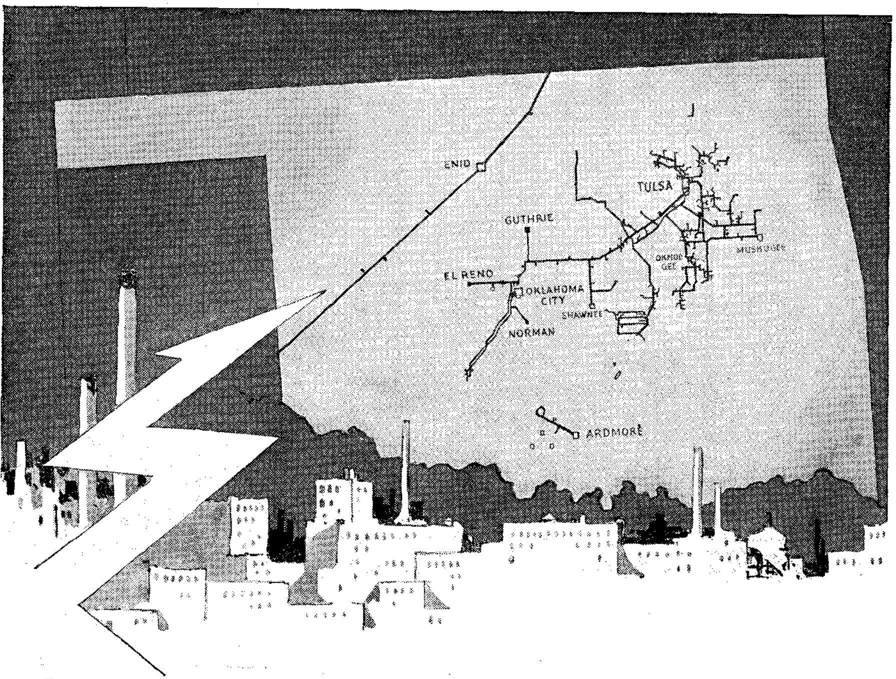
ELECTRIC CLOCKS
No winding No adjusting Always accurate



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WITH labor-saving machinery the foundation of American world-leadership, and with fuel the actuator of this machinery—American industry is squarely facing the fact that Oklahoma has become the *world's leading center of fuel production* and is certain to become a leading world-center of industry.

Says Richard H. Edmonds, editor of Manufacturers' Record: "The progress of Texas and Oklahoma will rank for years to come as among the wonders of the world. These two states, once lagging in industrial development, *are probably now setting the pace for every other state in the Union.*"

Oklahoma is producing 20 per cent of the nation's natural gas [leading all other states], 18 per cent of the entire world's petroleum supply, and has coal reserves of 79 billion tons.

With practically 2 per cent of the nation's population, but only six-tenths of 1 per cent of its manufactures, Oklahoma offers today a wonderful opportunity in almost any line of manufacture. Particularly does she offer rich opportunity to industries which burn natural gas, the cleanest, most efficient, and [for Oklahoma industries] the *cheapest* of all fuels.

The Oklahoma Natural Gas Corporation serves practically every large city in Oklahoma and many throughout adjacent states. Our industrial department, organized exclusively to serve industry, is prepared to make a special survey for you without cost. Inquiries held strictly confidential.... Write to

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MOTORING AND AVIATION
Continued

operating the earth inductor compass. He has just replaced it when he feels Williams rock the wings—a signal to return. He crawls back, and Williams points toward the steering compass. It, too, has caved in.

"We can't repair any of them," Yancey shouts. "We'll have to use the seat compass." It is the compass set in the seat between them, which they have provided for just such an emergency. Fortunately, it is unaffected by the demise of the others. Yancey returns to the controls, and Williams, not a little offended by what he terms "this unnecessary interruption," goes back to sleep.

The weather continues beautiful; a fading fragment of the moon is visible dead behind. They are 8,000 feet high. Far below a transatlantic steamer unveils a galaxy of lights.

It is 72 degrees warm in the cabin, altho the outside temperature reads 40. They remove their heavy flying jackets and helmets, and open their shirt collars.

"Damn hot this time of the year," writes Williams. "Wish we had brought along summer underwear."

Dawn comes in very slowly. The sky becomes a rich pearl gray, and a red sun pops up directly athwart the dejected compass. As the horizon evolves, they watch their instruments more carefully, until they get their bearings. Then everything is fine.

They head southeast in order to sight the Spanish coast, now quite near, says the writer, concluding:

Fifteen minutes later they sight it twelve miles away—a rough headland rising out of the sea. They are now just east of Cape Ortegal.

They head parallel to the shore again, holding a course five to ten miles off shore. "We will get the water distance record," Yancey writes, "if we land at Bayonne."

The two of them calculate their gas supply, and come to the conclusion there isn't enough left to carry them through the night, to Rome. To continue means risking a forced landing, perhaps in the dark. They had requested the officials at the airports at Toulouse, Bayonne, and Marseilles to be on the watch for them, but there was no way of learning whether these fields were equipped for night landings. Yancey scrawls a message on the map: "Suggest we land in the daylight, refuel, and continue at once for Rome." Williams favors the idea. About 7:30 o'clock, they head in for the shore, seeking a likely landing place.

Yancey writes: "Try one of these beaches."

They nose in, and find a village near the shore.

They come down very easily—touching after thirty-one hours, thirty minutes in the air, after having flown 3,439 miles over water without once sighting land. It was a new long-distance water record for aircraft.

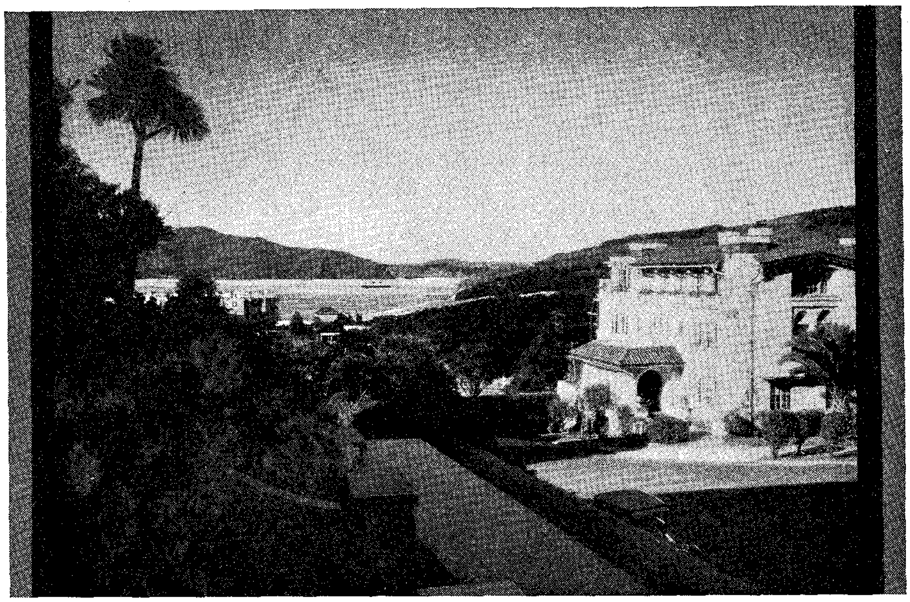
"Well," announced Roger Williams, touching earth himself, "that's over."

Well, after that, our young business men stayed in Santander overnight, having found it impossible to get aviation gas before morning, and they were royally entertained. About noontime the next day they took off for Rome, landing in the famous city about ten o'clock at night, and accomplishing, among other celebrated things, the phenomenal feat of keeping Mussolini waiting for more than two hours.

HOW WOMEN TAKE TO THE AIR

WOMEN drive automobiles? Preposterous! They aren't strong enough and they're too nervous! So went the anti-feminist cry twenty years or more ago. But women went ahead and drove automobiles. Now, according to Miss Amelia Earhart, the transatlantic flyer, in a copyrighted interview by Eve Garrette Grady in the Philadelphia *Public Ledger*, "in the face of superlative proof to the contrary, one sees these same threadbare, bromidic arguments solemnly dusted off and brought forth again to be used against women aviators." Miss Earhart, in a word, is vexed and gives vent to her vexation in this article. Women are being discriminated against in flying, altho there is nothing inherent in them that makes them inferior to men as pilots, and the only barrier to their swift progress is lack of opportunity to receive proper training. The woman who likes "to play a good game of golf or enjoys riding to the hounds has found flying one of the most enthralling of all sports," says the aviatrix, according to Mrs. Grady, continuing:

> Now that manufacturers are marketing little sport planes with light engines—particularly easy for a woman to handle—aviation country clubs are springing up everywhere. It is only a question of time until women golf teams will adopt travel by air from one country club to another, for competitive matches, as a matter of course. It should prove to be a highly advantageous mode of traveling for tournament players, because it is diverting and relieves the player of a great deal of the last-minute tension and nervousness which transportation by train or automobile aggravates.
>
> "Since the opening of the Transcontinental Air Transport Service, traveling by plane has begun to have a tremendous vogue among women. The cleanliness of traveling by plane instantly appeals to them—no dirt, no cinders, no mussy, disheveled clothes. Women are innately fastidious, you know. They are also attracted by the friendliness of air traveling. Plane passengers consider that they have a common bond of experience. They waive the customary formalities of the more earthly means of transportation. It all becomes much more interesting; at least the women think so.
>
> The fact that air transportation is the swiftest is also beginning to have as much weight with women as with men. A number of smart women on the West coast find that by slipping off to New York by airplane they not only steal a march by being the first to appear with the latest fall fashions, but the novelty of being an "air shopper" has its practical advantages. Of course, movie people who are obliged almost to commute from coast to coast consider the transcontinental air service an answer to their prayers.
>
> Many women feel, and quite rightly, that they are advancing world progress by confining their efforts to aviation's fringes. Altho many of them have never been in an airplane, still they are turning their hands to the task of making landing fields more attractive, and, what is more important, working out air-road marks for flyers. It is nice when one is flying 100 miles an hour over strange country to know the



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MOTORING AND AVIATION
Continued

names of the different towns and cities. A number of women's clubs have done excellent work in this respect. I can not praise too highly one club where the women themselves got out and painted the name of their town on one of its buildings in huge bright letters.

I think there is no doubt about the average schoolgirl being air-minded. I receive so many letters from girls of fifteen who bewail the fact that they are obliged to bootleg their airplane rides because their parents forbid them to go up. Altho I can not exactly commend it, their conduct shows a very definite trend. Many of them say they want to make aviation their "life work." All are anxious to study to prepare themselves to be expert flyers.

Still, they are being retarded. But the pendulum is swinging. Women are determined to be an integral part of aviation. Speed the day when the announcement is made of the first aviation training school "exclusively for girls."

The "discrimination" of which Miss Earhart complains did not, however, keep her from winning a conspicuous place in aviation. It has not hindered such aviatrices as Louise Thaden, Bobby Trout, Ruth Elder, and others. Nor did it prevent the success of last summer's Santa Monica-Cleveland air derby in which the whole country was interested. Probably Miss Earhart regards these instances as exceptional. At any rate, she said, as quoted by Mrs. Grady:

> It is my belief that woman's interest in aviation—backed up by the strong opinions of an air-minded generation of schoolgirls—will bring this question of unfair and unjust discrimination between the sexes as regards education with reference to vocational aptitude directly into the open and definitely burn away fallacious barriers.
>
> Commercial aviation is a bustling industry, but at present it is making little or no effort to enable women to secure the training and experience required of an industrial pilot on one of the regular airways.
>
> The Army and Navy training schools, which are among the best, are, of course, closed to women. Some of the large transportation companies conduct their own schools for pilots. They are excellent, but there, too, women are barred.
>
> Sooner or later the big air lines must enlist women's intelligent cooperation, because without them aviation can not hope for success. One has only to study the history of the automobile industry to recognize the truth of what I am saying.

But hard on the heels of Miss Earhart's protest comes word that part, at least, of the barrier against women flyers has been torn down. In another *Public Ledger* article Kathleen Read reports that the Federation Aeronautique Internationale, the sports' governing body of the world, has decided in Copenhagen "to create a separate category for the records of women flyers." Hitherto, we read:

> These records, even tho made according to all recognized rules, were merely listed under the head "Miscellaneous Flying Performances." Now the aviatrix is to

have a page all her own in the international and national record books.

In 1926, through the instrumentality of that flying enthusiast, Lady Heath, the Royal Aerial Club of Great Britain, which corresponds to the National Aeronautical Association in this country, requested the federation to recognize women aviators by giving their records an official status on the books. For some reason this was not passed on at the time, and it was not until recently that the "ladybird" received the desired recognition in the sports world.

Maj. Luke Christopher, secretary of the National Aeronautical Association, says of the Copenhagen action:

"This decision will take effect immediately. In the future all records established by women through conditions conducted in accordance with F. A. I. rules and regulations will be officially observed. The data concerning the same will be compiled as are other world records and sent to the secretary-general of the F. A. I. at Paris, France, for promulgation. The women's records will be given the same consideration in every respect as world records established by men."

At the headquarters of the N. A. A. it was learned that, altho the recent women's air derby was the first contest since the establishment of her official status in the federation, it was not likely that any new world records would come out of the events, as the action was not made official abroad in time to arrange for this competition under world-record conditions.

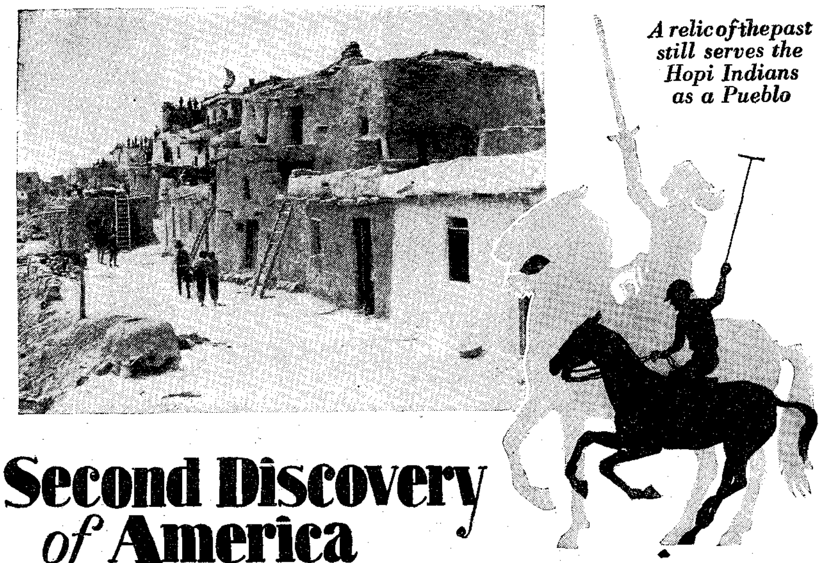
However, Louise McPhetridge Thaden, winner of the Coast-to-Cleveland derby, will not have to depend upon the results of that event for a showing upon the record books, as she already holds the speed record of 156 miles per hour.

Major Christopher recently sent a complete list of women's air records to F. A. I. to be used as America's showing in the first tabulations of women's records from twenty-nine countries to be compiled by the Internationale. Three names head the first official American women's record, Marvel Crosson, Louise McPhetridge Thaden, and Elinor Smith.

The tragic death crash of Marvel Crosson in the recent women's air derby "cast a veil of sorrow over the sports world, but her altitude record of 23,996 feet will go down on the F. A. I. books," the writer assures us as she goes on:

A year ago America's youngest aviatrix, Elinor Smith, started the American record scramble. She flew to an altitude of 11,663 feet on August 22 and was the first woman to get her name on the N. A. A. "polite book." In December Lady Heath beat that record. Five days later Louise McPhetridge (she has since added Thaden) established a 20,270-foot mark, which stood until May, 1929, when Marvel Crosson climbed to 23,996 feet, the present American record.

Viola Gentry made the first record duration flight last December, flying 8 hours 6 minutes 37 seconds. Evelyn (Bobbie) Trout took the title away from her the following month with a 12-hour 11-minute flight. Twenty-eight days later Elinor Smith soared to the head of the list by staying up 13 hours 17 minutes 45 seconds. "Bobbie's" aerial steed pawed the Metropolitan Airport field and won back her title with a 17-hour 5-minute 37-second flight. In March Louise McPhetridge Thaden took to the air seeking new laurels, which she captured, only to have them wrested away from her by Elinor Smith (duration-flight record-holder when this was written).



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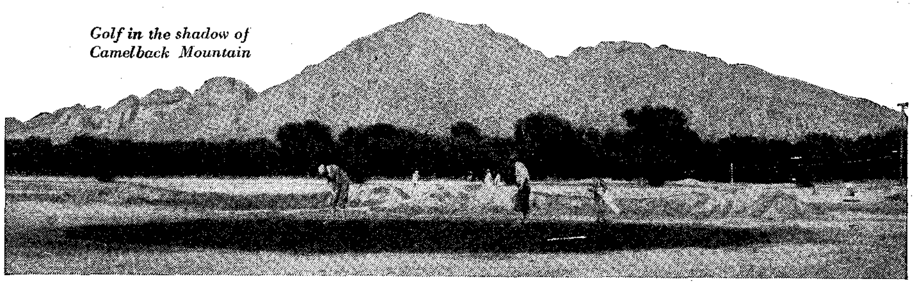

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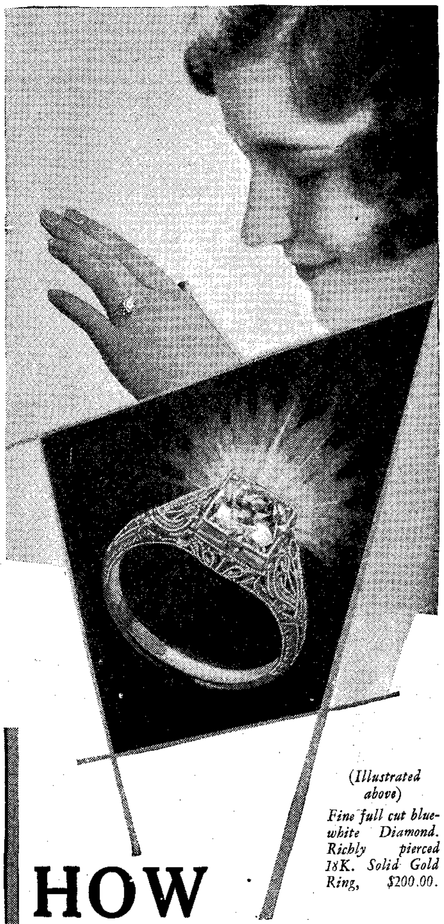

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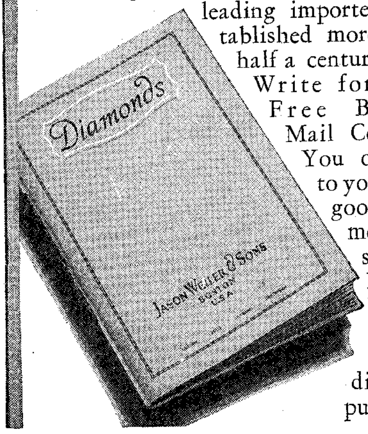

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SCIENCE AND INVENTION
Continued

MENTAL CAUSES OF HIGH BLOOD-PRESSURE

HIGH blood-pressure, or "hypertension" is pronounced by Dr. Eli Moschcowitz, of New York, in a leading article contributed to *The Journal of the American Medical Association* (Chicago), to be largely due, when affecting the greater circulation, to mental influences. Dr. Moschcowitz reports that in his experience, the greatest proportion of patients with hypertension conform to a certain type, which he thus describes. Physically, these people are soft-muscled, pudgy, short-necked, ungraceful, non-athletic, and overweight. Psychically, they are the antithesis of the child. They do not play. They have no illusions. They are tense, irritable, and have single-track minds. While their mental horizon is narrow, within this range they are terribly tense, and pursue their aims with a grim desperation. He proceeds:

> Many of such individuals belong to the class of the successful, if by "success" one refers to the accumulation of wealth or power that is not always accompanied by a spiritual or ethical uplift. One can readily grasp why such individuals are successful, for they throw everything in life aside, especially play, that does not directly contribute to their purpose. One of the commonest and most pathetic experiences in medical practise is the tragedy of the "successful" man.
>
> On the other hand, it is not always the desire for "success" that causes mental conflict. Those who have fallen by the wayside, the poor and the meek, acquire hypertension as well. Most of such individuals have lived what may be called a "hard" life. The struggle for existence has begun early and their life represents little else than a desperate battle to fill the belly need.
>
> They have no time for play. Here again the child that is in all of us goes early, and once it is gone it rarely heeds the summons to return.
>
> There is no question in my mind that such constitutions are acquired and not inborn. One sees occasionally hypertensive disease and its consequences common in certain families. This is the result of the imitative tendency of children. I have studied this tendency in such families within my knowledge, and am convinced that it is so. The importance of environment in influencing personality and conduct is not to be gainsaid, and is being more and more emphasized by psychologists.

When one reads that the cause of hypertension is unknown, a statement that Dr. Moschcowitz says is fashionable among writers on this topic, it means, he says, that no single chemical or physicochemical substance has as yet been isolated from the tissues of hypertensive patients that will give rise to a persistent hypertension in animals. The word "cause," he reminds us, has a wide and various meaning. He puts the matter thus:

> A cause may be ultimate or immediate, a living or an inanimate thing, a deformity

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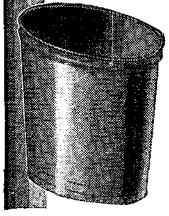

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There is every likelihood that no single chemical substance is the cause of hypertension of the greater circulation.

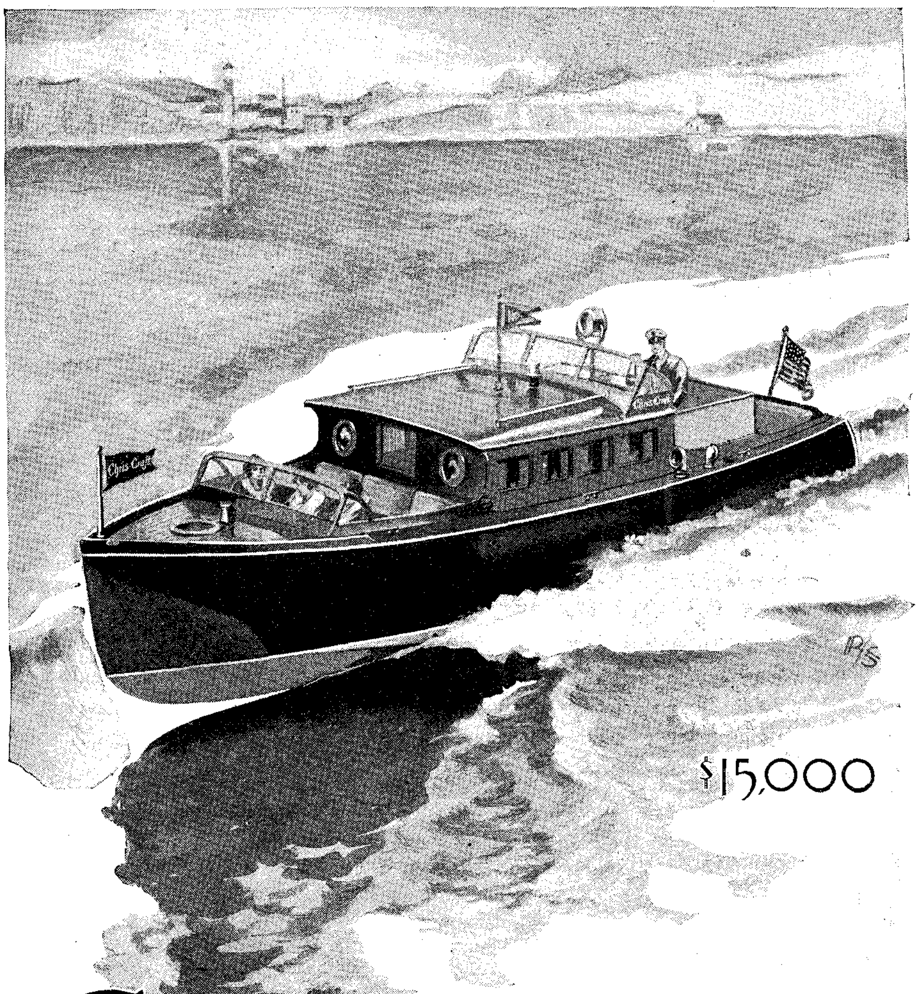
Among the immediate causes of hypertension of the greater circulation, psychic factors are prominent. In the type of individual who is the antithesis of the child, and who develops a characteristic physique, the development of hypertension is especially probable. Hypertension is not hereditary, but only appears so because of familial environmental influences. This type of individual is largely the result of the changed conditions of modern life, which accounts for the steady increment in deaths from hypertensive disease.

The not uncommon development of hypertension following unspent exophthalmic goiter is also traceable to psychic influences, for the latter are important if not wholly responsible in the genesis of exophthalmic goiter. Other established causes of hypertension of the greater circulation are: congenital narrowing of the blood-vessels, tumors of the suprarenal gland, and certain phases of kidney troubles. In the latter, the hypertension is probably the result of general capillary disease and not of the renal injury by itself. The causes of hypertension of the greater circulation may, therefore, be psychic, endocrine [due to the glands of internal secretion] or mechanical. In the lesser circulation they are always mechanical.

There is every evidence that the menopause is not the cause of hypertension; it represents merely the age period in which hypertension is more liable to occur.

This position is also supported by the opinion of Dr. Arthur S. Stringer who declared at a recent meeting of the American Medical Association, reported in Science Service's *Daily Service News Bulletin* (Washington), that high blood-pressure is chiefly due to that state of nervous irritability popularly known as "nerves." Says *The Bulletin:*

No cure is known for high blood-pressure, so the treatment consists in trying to relieve the conditions that appear to aggravate it. This means attempting to make an excitable patient stop worrying or to displace an excitable nature by a calm one. It is a difficult task, as any one who has tried it knows. Dr. Granger suggested that the development of high blood-pressure might be avoided in some cases by suitable preventive measures. For instance, young people who have inherited highly sensitive nervous systems, or in whose family high blood-pressure is frequently found, should not indulge in too strenuous exercise. They should be discouraged from entering careers in which a high-tension life is a necessity. When the condition known to doctors as hypertension has developed, proper regulation of the patient's life and habits can do much to prolong his life and prevent complications, Dr. Granger said. The patient must be taught to avoid as much as possible business worries and annoyances in the home. Social obligations must be limited, and frequent vacations will relieve the tension. Golf, walking, and supervised setting-up exercises are all recommended, tho the amount of exercise should be suited to the patient's ability to stand it. Dr. Granger gave drugs only a small place in the treatment of high blood-pressure.



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OUR NEXT JOB—EXPORTING HIGHWAYS

THIS country has recently created a new business, so Dr. Julius Klein, Assistant Secretary of Commerce, is quoted as saying, namely, that of "exporting highways." Financial writers point out that the future expansion of our automobile trade depends on export markets, and to use more American automobiles the rest of the world must have better roads. So, we read in the New York *Daily Investment News*, we must take the lead in building modern roads throughout the world. This we may well do since "our engineers are the expert among experts; our machinery is the best adapted; and, most important of all, road building abroad offers employment for our surplus wealth, which could not be better utilized." We read on:

> To-day we have in the United States more than 3,500,000 miles of high-grade roads, with perhaps another 250,000 miles in process of construction. Europe, which formerly led the world in good roads, has 2,000,000 miles. The remainder of the world can claim only 1,500,000 miles of modern roads.
>
> Twenty-six per cent. of the world's total land area possesses 74 per cent. of the good roads. Asia, Africa, Australia, Latin America, and Canada are wofully deficient, altho our northern neighbor is now making rapid strides, and will soon have as many miles per capita of good roads as the United States.
>
> American firms are now building roads in Chile, Canada, Australia, Argentina, Bolivia, Colombia, Cuba, Haiti, Santo Domingo, and Central America.
>
> On one road, 700 miles long, Cuba is spending $76,000,000. The purpose of this road is to attract American tourists to the Pearl of the Antilles, and it will undoubtedly accomplish this purpose.
>
> Chile is modernizing its mountain roads and trails, with the same idea, and in addition is to spend within the next five years $200,000,000 in improving its present hotels and in erecting others.
>
> The thought that China, Russia, Siberia, or India need good roads seldom occurs to Americans, yet most of the national trading in those countries is done over roads and trails that are perhaps the worst in all the world.
>
> There is no valid reason why "exporting highways" can not be made one of our very best foreign industries. Every nation is raising its standard of living. To do so, modern transportation is essential. Modern transportation necessitates smooth roads.
>
> Our leadership in road building means that our bridge builders will also participate in foreign projects.
>
> Water supplies, too, will be conserved, and millions of people, instead of dipping water from rivers and streams for their daily requirements, will draw on modern reservoirs. New sewer systems also will be installed. This again means work for American engineers and demand for our high-grade construction machinery.
>
> It would be impossible to set a limit to the opportunities in these fields.

The direct relationship between automobiles and road construction is the subject of a Dominick and Dominick *Bulletin*, in which this investment house points out that in the future "development of the world's highways is found the basis for the anticipated expansion in the export of American automobiles." The Department of Commerce's recently completed world census of automobiles "shows that of the 32,028,000 automotive vehicles in operation throughout the world at the beginning of this year, 89 per cent. were of American manufacture," while "of the total of 9,500,000 kilometers of highways in sixty-one countries of the world, some 4,822,000, or over half, are in the United States." The world market, we are reminded, is now increasing more rapidly than the domestic market. Since 1922 the increase in the automobile registration in the United States has been about 100 per cent., while that of the world outside of the United States has been 210 per cent. "The development of roads has been basic to the wide-spread use of motor-cars in the United States," we are reminded. Then follows a reprint of a table prepared by the International Chamber of Commerce showing the relationship between the use of automobiles and highway development in various countries in 1928:

(000's omitted)

	Length of Roads (kilom.)	*Total Automobile Registration*	*Expenditure on Road Construction and Maintenance*
United States	4,822	23,387	$1,065,973
Great Britain	288	1,618	250,000
France	625	1,209	13,354
Canada	678	957	45,754
Germany	349	708	143,000
Australia	576	508	20,662
Italy	196	233	41,150
South Africa	108	133	6,283
India	338	110	29,236
Japan	117	72	....

Vast sums are now being spent to keep up and extend these highways, we learn further:

> The total expenditure for this purpose by fifty-nine countries in 1927 is estimated at $2,400,000,000, of which over $1,000,000,000 was spent by the United States alone. Whereas government expenditures of this kind would once have met with sharp disapproval, experience has demonstrated that the returns from road building are far larger than the costs involved.
>
> The continued development of the world's highways will result, as it has in this country, in a very greatly increased demand for automobiles. As the American automobile industry begins to find its domestic market largely confined to replacements, it is attaching more and more importance to its export sales. Its already firmly established position abroad gives it a distinct advantage in its efforts to capture more of this export market.

ENTHRONING a KING and CONFIRMING IT . . .

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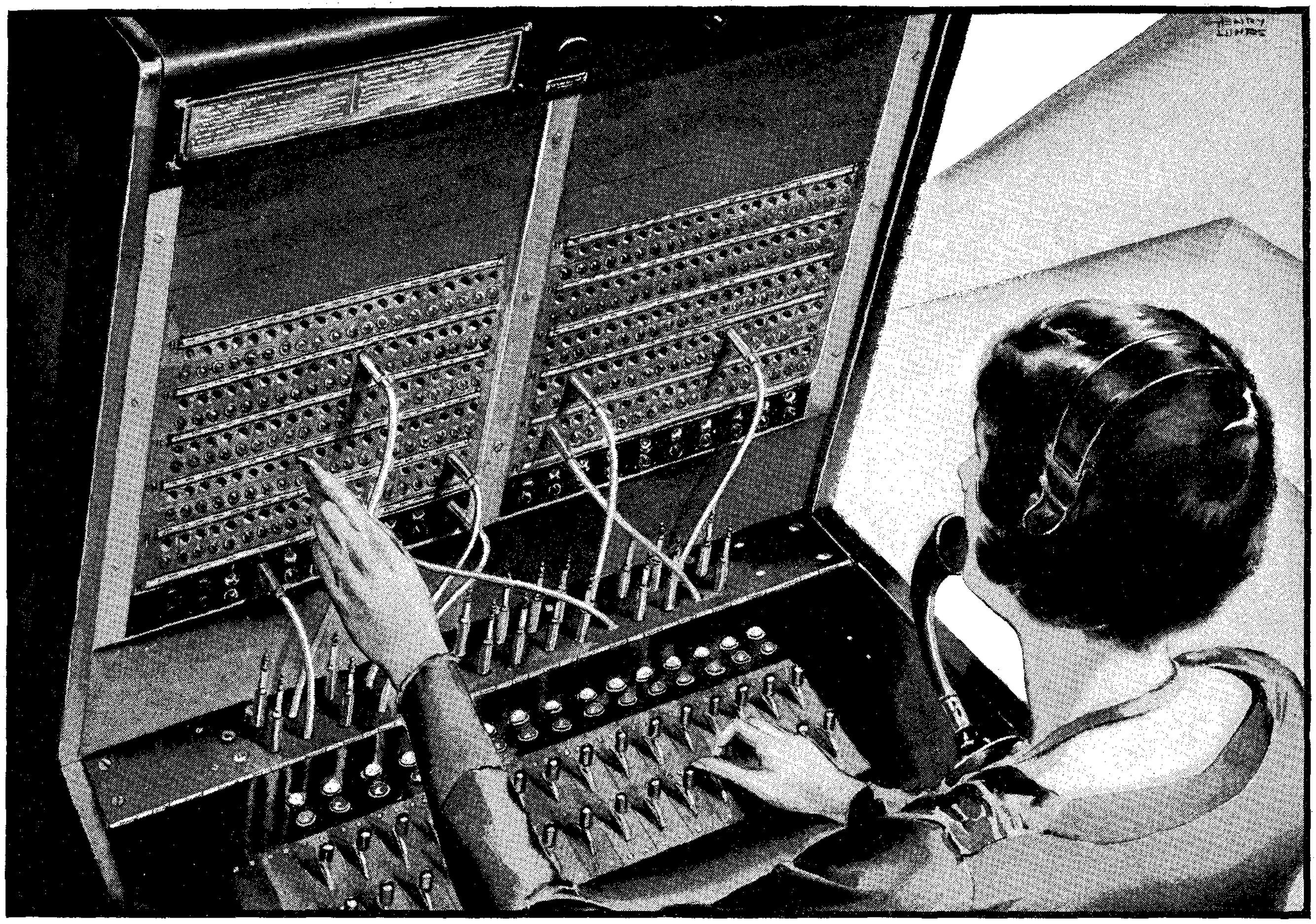

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Great strides in invention, great expenditures . . .

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American Telephone and Telegraph Company

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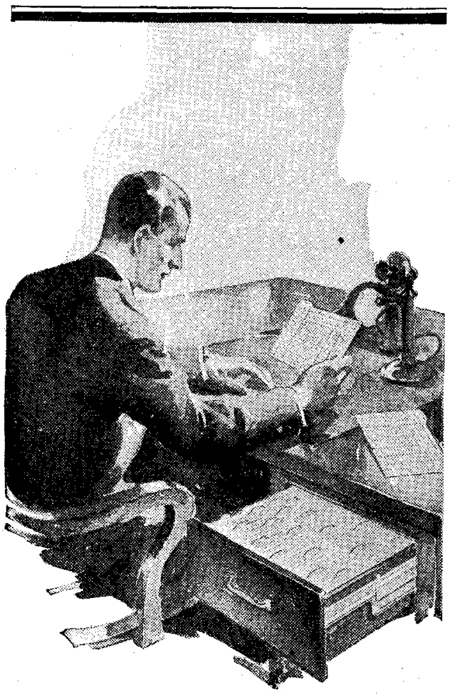

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INVESTMENTS AND FINANCE
Continued

INVESTMENT TRUSTS THAT ARE NOT

THE recent organization of finance, holding, and trading corporations that are carelessly termed investment trusts leads several financial writers to words of explanation. "Merger movements effected through the familiar device of the holding company should be sharply differentiated from the investment trust in its typical form, that of an organization supposed to have nothing to do with mergers and as little to do with control of the properties in which the investment trust is interested," says the New York *Journal of Commerce.* The proper purpose of the investment trust "is to offer an equitable interest in diversified, well-selected investments to individuals who are not in a position to invest their savings directly to equal advantage; an organization of this kind is positively antipathetic to the type of business venture that is expected to concentrate its operations within a definite field of activity or designed to insure control of the concerns in which funds are invested." These new corporations, so often confused with the "pure" type of investment trust are very much like the old-fashioned merger holding company, we read, and—

> The close cooperation between various banking groups and certain investment trusts should deceive no one into supposing either that this connection is inevitable or that it has any logical relationship to plans for concentrating banking control through resort to holding companies. The interest of the investing public in these new developments is, furthermore, distinctly subordinate to that of the business and industrial community, which may eventually find that banking groups, joined through holding companies and simultaneously controlling various hybrid or falsely named investment trusts, are in a position to exercise an extensive and rapidly growing influence over industrial policies.

A rough classification of the new flotations that many nowadays refer to as investment trusts, but which are not at all, is offered by Paul Willard Garrett, financial editor of the New York *Evening Post.* The list is not absolutely exhaustive, we are told, "but there are five major groups under which logically belong most of the finance, holding and trading corporations recently organized":

> 1. Bank-holding companies have been formed in many instances not as investment trusts but to hold and control important blocks of stocks, principally in banks. The Marine Midland Corporation, Transamerica Corporation, Banc-Ohio Corporation, and Marine Bancorporation are examples.
>
> 2. Leading banks or their security companies in numerous instances have created investment, trading, and distribution affiliates with special objectives, but not committed to the exclusively investment viewpoint of a trust technically speaking. Chemical National Associates, Chatham-Phenix Allied Corporation, Marine Union

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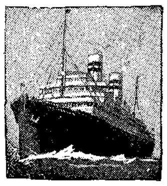

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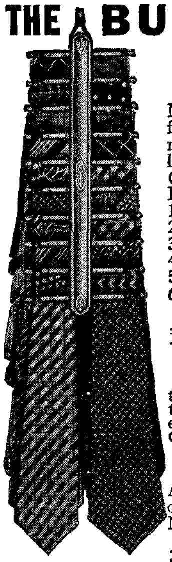

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AT ALL DRUGGISTS

Investors, Inc., Continental Chicago Corporation, and the Great Lakes Corporation are examples.

3. Investment banking firms likewise have created security-holding, investment, trading or distribution affiliates under varying charter provisions, but different in important respects from the British trusts. The Goldman Sachs Trading Corporation and the Lehman Corporation are examples.

4. Public-utility holding, finance, management and investment companies have been created in large numbers this year, but these, too, differ essentially from investment trusts. Examples are the United Corporation, Commonwealth & Southern Niagara & Hudson Power Corporation, Public Utility Holding Corporation, and the U. S. Electric Power Corporation.

5. Railroad security-holding companies likewise have been formed in recent years, such as the Alleghany Corporation, Pennroad, and the Chesapeake Corporation.

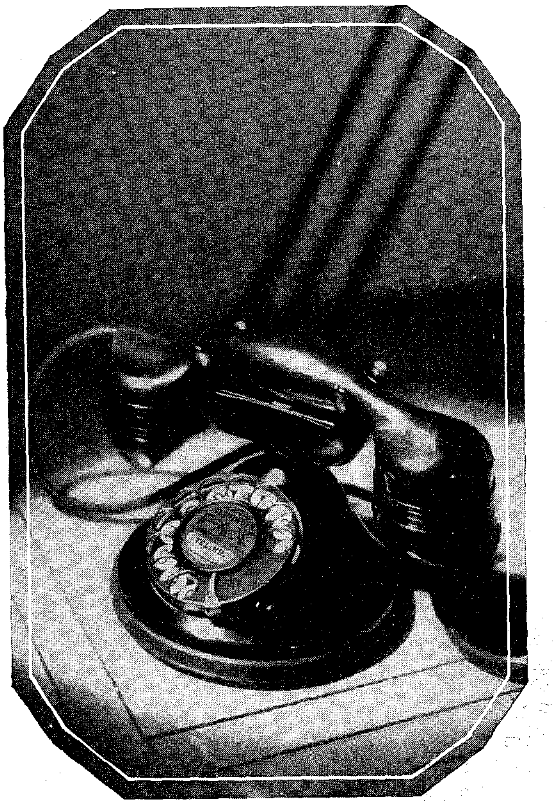
When viewed in this light it seems to Mr. Garrett that "what some people have regarded in this country as an 'investment-trust' problem, really is no new problem:"

> The tide of new finance, investment and holding companies has mounted rapidly this year, but most of these are corporate instruments, similar in type to the big industrial and utility-holding corporations that have been familiar in this country since pre-war days, and that long have held large blocks of securities for investment, or even control.

FOREIGN LUXURIES "NOW MADE IN AMERICA"

THIS business of tariff dodging seems to work both ways. For, as the New York *Journal of Commerce* notes, just as American manufacturers are carrying their plants, their processes and their patents abroad, Europeans are simultaneously shifting their capital, patents, and processes to the United States. The final extent and direction of this movement will depend, we read, on the volume of the demand as well as the height of the tariffs that are to be evaded. As the New York daily proceeds:

> The combination of our rapidly expanding markets plus our high tariffs is one that offers especial attractions to foreign manufacturers of luxury goods, who find in the United States extraordinarily profitable outlets. Manufacture and sale on the spot may, in fact, be the only solution for French complaints of the heavy taxes to which their perfumes, toilet articles, and similar luxuries are subjected upon importation into this country.
>
> One of the leading perfume concerns of France, with branches in this country, England, and other parts of Europe, has already found that its American business is becoming so preponderan that what was a subordinate branch has ended by becoming the main unit of the organization. In this case the capital control as well as the center of business gravity threatens to shift to the United States. The question then arises, When does a foreign luxury become a domestic one? The second and more serious question is, What guaranties exist that patents and formulas imported into the United States will yield goods identical in kind and quality with the vanished imports?



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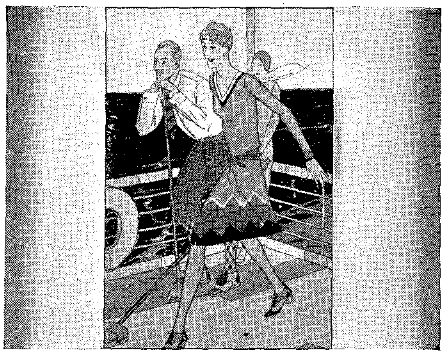

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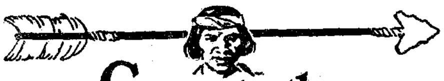

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CURRENT EVENTS

FOREIGN

October 9.—The Belgian Public Prosecutor upholds the demand of Whitney Warren, New York architect, that the original inscription on the balustrade adorning the American rebuilt library of the Catholic University of Louvain should remain. The inscription reads: "Destroyed by German fury; restored by American generosity."

The "waterboy king" of Afghanistan, Habibullah Khan, is reported defeated and driven from Kabul by Shah Wali Khan.

October 10.—What is described as the first antireligious university in the world is opened by Reds in Leningrad, Russia.

The Twenty-sixth Division of the American Expeditionary Forces present to the people of Belleau, France, the church restored by them from the ruins of war.

October 12.—The Australian Labor party is swept into power in an electoral landslide, and James Henry Scullin succeeds Stanley Bruce as Prime Minister.

Eight people are killed and 138 wounded in a political struggle in the village of Tecolotlan, State of Jalisco, Mexico.

October 13.—In a public speech, Premier Hamaguchi says that Japan "ardently desires that the coming arms conference shall achieve not merely limitation but the actual reduction of armaments of all Powers."

October 14.—Leaders in German political, business, scientific, literary and artistic life appeal to the German people to reject the Nationalists' proposed plebiscite against the Young reparations plan, saying that the counsels of the Nationalists would prevent the evacuation of the Rhineland by Allied troops, and delay reconstruction of the Reich for years.

The *R-101*, the dirigible built by the British Government, and said to be the largest in the world, makes a successful 300-mile trial flight.

The new revolt in China is reported spreading north, south, and west.

October 15.—The French Cabinet approves France's entry into the forthcoming naval disarmament conference, and similar action is announced by the Italian and Japanese governments.

Prime Minister MacDonald arrives in Toronto on his mission to Canada.

Sentences ranging from two to nine years' imprisonment have been imposed on thirty-seven persons arrested by Manchurian authorities in their raid on the Russian Consulate in Harbin last May, it is reported.

The Governor of Shansi Province, China, is reported to have made a prisoner of Feng Yu-hsiang, sometimes known as the "Christian General," in order to preserve peace.

Nadir Khan, who recently drove the usurper, Habibullah, from the throne, is reported proclaimed Emir of Afghanistan.

The American Federation of Labor, in convention in Toronto, Canada, decides to start a campaign for unionizing the South.

Seeing Egypt and the Holy Land
By E. M. NEWMAN
(*"Traveltalks" Lecturer*)

Into the desert by camel caravan; far up the Nile by luxurious houseboat; stupendous temples, mysterious ruins; a city of great temples, theaters and tombs, lost for fifteen hundred years; Biblical cities as they are to-day with **three hundred photographic illustrations,** all original. Valuable facts about hotel rates, food costs, etc., are also given.

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DOMESTIC

October 8.—The Secretary of State makes public the text of the formal invitation to the five-Power naval limitation conference in London in January, which states that the Kellogg peace pact will be the starting-point of agreement, and that it has been agreed to adopt the principle of parity in each of the several categories of ships.

President Hoover issues a statement saying that his conference with Prime Minister MacDonald was "without circumlocution and with frankness, with recognition of the point of view of both sides."

October 9.—A joint statement issued by President Hoover and Prime Minister MacDonald says that their conversations have been largely confined to the mutual relations of the two countries in the light of the situation created by the Kellogg peace pact, and that "therefore, in a new and reinforced sense, the two Governments not only declare that war between them is unthinkable, but that distrusts and suspicions arising from doubts and fears which may have been justified before the peace pact must now cease to influence national policy."

The Senate defeats, 45 to 36, the King amendment to the tariff bill granting independence to the Philippines.

October 10.—The Senate approves, 42 to 37, the Finance Committee's amendment permitting manufacturers and organized labor to be represented in customs cases involving the appraisal and classification of imported merchandise.

October 11.—In a speech to the Council on Foreign Relations, in New York, Prime Minister MacDonald declares that in his conversations with President Hoover there was never any idea of an exclusive understanding between Great Britain and the United States, and he appeals to all the nations of the world to join in a general peace movement.

The Senate votes, 38 to 36, to eliminate the ban on obscene literature from the tariff bill.

President Hoover sends to the Senate the nomination of Irwin V. Laughlin of Pittsburgh, former Minister to Greece, to be Ambassador to Spain.

Eight officers are ordered held under bonds for trial on charges of second-degree murder in connection with the shooting of strikers in Marion, North Carolina, while ten other defendants, among them Sheriff Oscar Adkins, are ordered released.

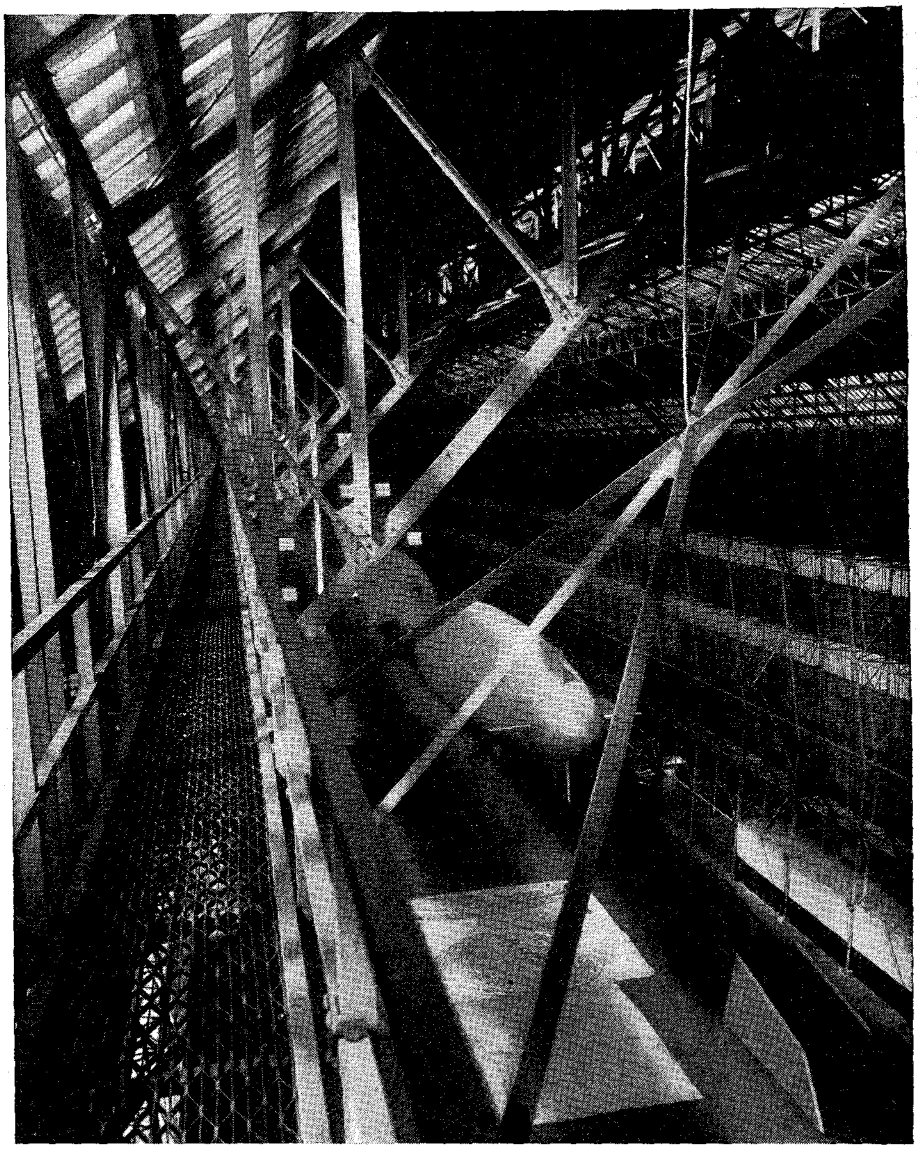
October 14.—The Philadelphia Athletics of the American League defeat the Chicago Cubs of the National League, 3 to 2, and win the world's series with four victories to one.

Secretary of State Henry L. Stimson makes it known that both the French and Italian Governments have had "very friendly" exchanges with him through Washington Ambassadors concerning the forthcoming naval disarmament conference in London.

Perfect Host.—One summer, Reginald and his three sisters went to visit a relative in Maine. Tho it was understood the visit was to consume three weeks, their stay lengthened to two months. "Well," asked the father on the return of his offspring, "was your Uncle William glad to see you?"

"Was he?" reiterated the boy, as tho surprized by the query. "He asked me why we didn't bring you, mother, the cook, the maid, and the dog!"—*Christian Register*.

• IN THE MODERN SPIRIT •



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Jud Tunkins says a dollar bill begins to look so little that he wouldn't be surprized if in a few years it was rated merely as car fare.—*Washington Star.*

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Photographer—"Perfectly natural, sir."

Subject—"Then be quick; it hurts my face."—*Pearson's.*

Agricultural Boom.—A young Mississippi farmer who is only twenty years old has discovered how to make farming pay. His successful method was to elope with an heiress.—*Life.*

Ruling Passion.—We read of the young lady who went visiting.

"Is the crystal gazer in?"

"Not just now, mam. She's just stept over to the palmist's to have her fortune told."—*Boston Transcript.*

The Royal Wipe.—Lord Ebbisham tells that "It is said that Mussolini was present at some function with the King of Italy, and some time along the king dropt his handkerchief. Mussolini stooped quickly and returned it, for which the king exprest his thanks profusely, almost pointedly.

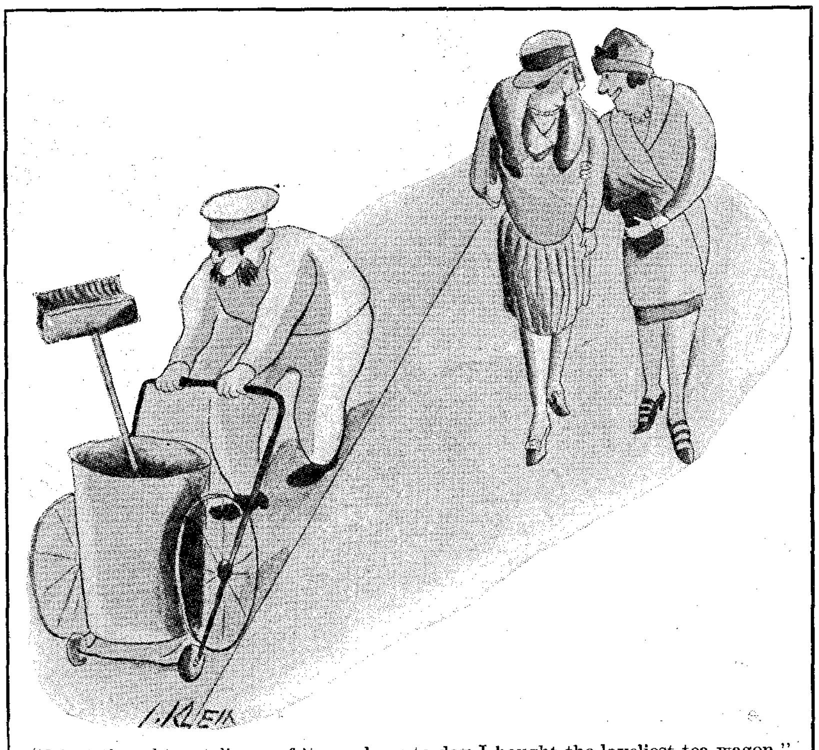
"Some one later asked him why he was so glad to get his handkerchief back. 'I was delighted. You see, it is the only thing left that I am allowed to put my nose into.' "—*Christian Advocate.*

Disturbing the Peace.—Foreman—"What's the big idea of quitting?"

Riveter—"Oh, I don't mind hammering rivets all day long, but the man who works with me hums incessantly."—*R. R. Magazine.*

Petticoat Government.—"Why did you break your engagement with that school-teacher?"

"I didn't show up, one night, and she wanted me to bring a written excuse signed by my mother."—*Junior Achievement Magazine.*



"I just thought to tell you of it, my dear; to-day I bought the loveliest tea-wagon."
—*The New Yorker.*

Cave Bride.—"Ethel has been married only two months, and last night she struck her husband with a rolling-pin."

"The old-fashioned thing! Why didn't she use a tennis racket or a golf club, my dear?"—*New Bedford Standard.*

Spartan Simplicity.—Book Agent (to farmer)—"You ought to buy an encyclopedia, now that your boy is going to school."

Farmer—"Not on your life. Let him walk, the same as I did."—*The New Outlook.*

Protecting Dad.—Stern Father (to son departing for boarding-school)—"Now, don't let me hear any bad reports about you!"

Son—"I'll try hard, Dad. But you know how those things leak out."—*Wampus.*

Seeing Double.—Judge—"What brought you here?"

Accused—"Two policemen."

Judge—"I don't mean that—drunk, I presume."

Accused—"Both of them."—*Lustige Blaetter (Berlin).*

SLIPS THAT PASS IN THE NIGHT

What Barnum Missed.—Cat kills mother rat then adopts orphan mice.—*Detroit News.*

Ouija Board Stuff?—He rushed the man to St. Mary's Hospital, where he made a post-mortem statement.—*Brooklyn Eagle.*

Under Two Flags.—To-day we have Dr. Frank Nugent Freeman. He was born a Canadian, but quite early became a psychologist.—*Bulletin of Southwest Texas Teachers Institute.*

Believe It or Not.—A baby at Great Warley, England, has living four grand-parents, four great-grandparents and two great-great-grandchildren.—*Denver Post.*

Growth of Surgery.—Dr. Crosby and his nurse came over from Greenwood the 27th of June to perform several tonsorial operations.—*Clinton (S. C.) Our Monthly.*

Atchoo!—One length of nose can be made to do the work of three or more by inserting special spraying nozles at intervals. These distribute a fine mist in all directions.—*Toronto Daily Star.*

Better to Peep Ahead.—Mr. Peeper was driving a car near his home town, when his attention was attracted by an airplane flying overhead and he ran his car into a telephone pole.—*Lafayette (Ind.) Journal and Courier.*

Vanishing Scenery.—
TRANSPARENT VELVET DRESSES
(That We Don't Expect to Last the Day Through)
—*Adv. in the Denver Post.*

Soreheads Welcome.—It was reported but not confirmed that no more pay patients would be received at city and county hospital. Mayor contended that hospital was established for indignant patients.—*St. Paul Daily News.*

Not Painful.—Vancouver, B. C.—Prince Henry, Duke of Gloucester, third son of King George, was resting comfortably last night after a fall with his polo pony in which he suffered a fractured collor button. —*Radio News Bulletin of U. S. S. New Mexico.*

Dolce Far Niente.—Wanted — Dressmaker to work in store in Newark. Hours 7:30 A. M. to 9 P. M. Pay 20c an hour. Time to do your own dressmaking. There will be no other work to do in store.—*Want ad in a Wilmington daily reported by The Labor Herald.*

THE LEXICOGRAPHER'S EASY CHAIR

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

advice, advices.—"A. B. S.," Omaha, Nebr.—The word *advice*, used in the sense of "opinion or judgment concerning something" should be in the singular. If, however, the word refers to "information or notice, as of an action or an arrival," it should be used in the plural. The latter is a commercial usage applied to notifications, as of the shipment or the arrival of goods.

cable's length, cable-tow.—"W. B. S.," Medicine Hat, Alta., Can.—*Cable's length* is defined as: "As a unit of means; about 100 fathoms; in marine charts 607.56 feet, or one-tenth of a sea mile. (Admiral Smyth)." An early use dates from 1555 when in "Decades of the West Indies" Eden wrote, "Redde cliffes with white strakes like wayes a *cable length* a piece." In his "Marine Dictionary" Falconer recorded, "Cable . . . a measure of 120 fathoms, called by the English seamen, a *cable's length*" (1769).

Cable-tow is defined as: "A rope or line for drawing or leading: in freemasonry, symbolizing, in the first, second, and third degrees, the covenant by which masons are bound, and other things."

Graf Zeppelin.—"M. H.," Oakland, Calif.—The *Graf Zeppelin* is 776 feet in length, and 98 feet in diameter, 114 feet longer than the *Los Angeles*. It is driven by five reversible engines of 550 horse-power each, fueled by "blue gas." Its cruising radius is 6,000 miles at 65 to 70 miles an hour, and its maximum speed is more than 80 miles an hour. It cost about $1,000,000, and is owned by the German people, the money having been raised largely through popular subscription.

Hobson's choice.—"E. F. McS.," New York City.—*Hobson's choice* is the option of taking the one thing offered or nothing. The phrase is derived from one Tobias Hobson, a carrier of Cambridge, England (commemorated by Milton in two epitaphs), who let out horses, and is said to have compelled customers to take the horse which happened to be next the stable-door or go without. It dates from the Restoration, which took place in 1660.

labor, labour.—"D. S.," Ft. Hammond, B. C., Can.—The word *labor* was drawn from the Latin in which there is no "u," so why add it? The spellings used in THE LITERARY DIGEST are all based on standard English as written by accepted classic authors.

outmoded.—"C. R.," New York City.—The verb "to mode," that is, "to put into fashionable clothing," dates from the closing years of the Commonwealth of England about 1656. From 1663 it has been used to mean "to be the style, become the mode or fashion." The fact that the prefix "out" has been added to the verb *mode*, and that the past participle has been used as a participial adjective does not in any way impair the title of the term to usage for "gone out of style, out of fashion, or out of date."

That the word is not to be found in the dictionaries with the prefix "out," should not be cause for wonder for, like "un-" and "non-" it can be used with thousands of words that are already in the dictionary, and lexicographers do not pretend to record every possible combination of this kind that can be made in English. Something is left to the intelligence of the average man.

second-hand; pay-roll; engine-house.—"T. W. D.," Dallas, Tex.—These words are all hyphenated. Why? Because they are all nouns, just like *book* and *seller*, originally two words but now coalesced into one, as these no doubt will ultimately be.

suit, suite; widow woman.—"L.McE.," Homewood, Ill.—*Suit* and *suite* are distinct in some senses, altho traced from the same source. One means legal proceeding and what follows, or an outfit of clothes. *Suit* is English, *suite* is French. We speak of a *suite of rooms*, because we mean an apartment of several connecting rooms—that is, one following another. We speak of a *suit of clothes* when we mean several garments made of the same cloth, or one following after the other, coat, vest, trousers, all of the same goods.

The form *widow woman* is pleonastic to-day, but formerly *widow* was used also for a man. Nowadays we speak of a *widower*. The language has many cases in which modern accepted meanings of words are different from their original senses.

Tace is Latin for a candle.—"B. J. O'N." San Diego, Calif.—This is an old phrase used in English as the equivalent of "be silent" or "Mum's the word." The Latin word *tace* means "be silent," and as silence is associated with retiring for the night, we may owe the introduction of the candle to such retirement; but it is more likely that the phrase was one coined to divert the minds of persons entering a room where others are in conversation, and the latter warn their colleagues in the room to say no more by using the phrase, "Tace is Latin for candle"; but *tace* is not, for in Latin "candle" is *candela* or *lucerna*, or *cereus* (wax candle).

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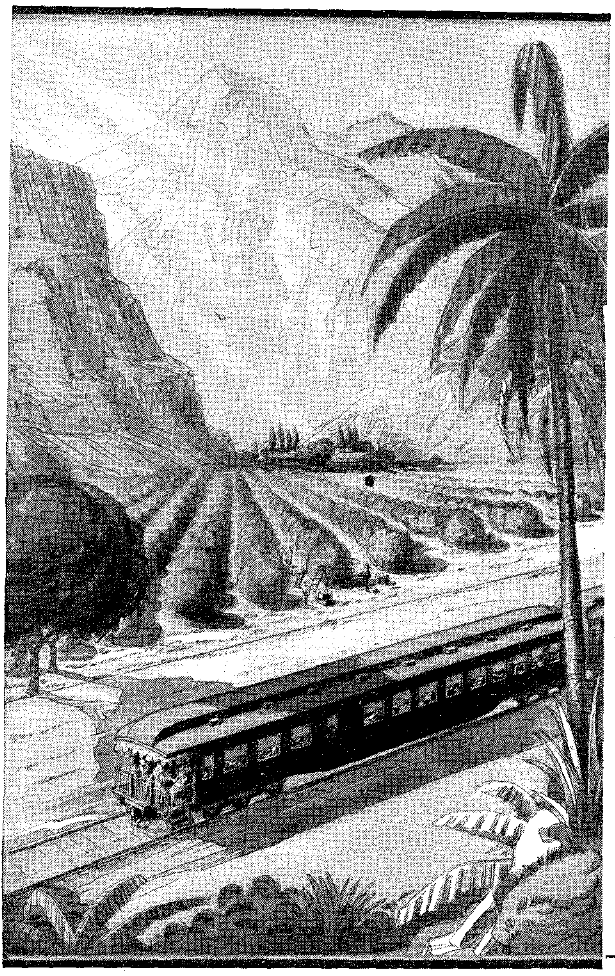

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Continental Limited—Observation car, standard and tourist Pullmans; chair cars. 68 hours. Lv. 11:20 P. M.

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Pacific Coast Limited—Observation car service, standard sleeping cars; chair car. Lv. St. Louis 2:00 P. M. Kansas City 10:00 P. M.

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Overland Limited—All-Pullman, extra fare train. Barber, valet, maid and bath. 58 hours. Lv. 11:50 A. M.

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Pacific Limited—Observation car, standard and tourist Pullmans; coaches. No extra fare. 68 hours. Lv. 11:30 P. M.

Gold Coast Limited—Club-observation car, standard and tourist Pullmans; chair cars. 68 hours. Lv. Chicago 2:30 P. M.

From St. Louis—Kansas City

Pacific Coast Limited—Observation and standard sleeping cars; chair car. Lv. St. Louis 2:00 P. M. Kansas City 10:00 P. M.

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From St. Louis—Kansas City

St. Louis-Colorado Limited—Lv. St. Louis 9:03 A. M. Kansas City 6:15 P. M.

Denver Express—Lv. St. Louis 10:02 P. M. Kansas City 10:40 A. M.

Pacific Coast Limited—Lv. St. Louis 2:00 P. M. Kansas City 10:00 P. M.

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